CONSOLIDATION OF AMENDMENTS TO BATHURST-ST. CLAIR PART II OFFICIAL PLAN. FINAL RECOMMENDATIONS

This package of information incorporates all amendments made by the Planning Board on June 21, 1982 and by the Land Use Committee on October 4, 1982 to the Bathurst-St. Clair Final Recommendations report dated April 1982.

The first section indicates when the various amendments were made and consolidates them under Official Plan statements and zoning amendments. The remainder of the information package contains an appendix of minutes, reports and correspondence received.

Hopefully, the consolidation will help you to understand what has happened to date and should simplify the past six months.

Before the recommended policies can be adopted by City Council, the City Solicitor must prepare draft by-laws incorporating all recommendations. These by-laws will be considered by the Land Use Committee where deputations will be heard. Once adopted by the Land Use Committee, the by-laws will then be forwarded to City Council for final adoption. These last remaining steps will not take place until after the new year.

Official Plan Statements

The following sections of the Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982 have been amended as of October 4, 1982:

General, Page 41

2.2(a) Council will seek to maintain the environmental qualities of the residential areas of Bathurst-St. Clair and enhance the amenity of areas of historic, architectural, or natural significance. Council will also undertake to strengthen local retail activity and encourage an active pedestrian environment, particularly in the vicinity of the subway; seek ways to provide for the safety of pedestrians; and protect local streets from the impact of through traffic.

2.2(b) Nothing in this Plan shall be interpreted to mean that any undertaking subject to the Environmental Assessment Act may proceed until it also complied with that Act. The City will not give any license, permit or approval that may lead to the commencement of any such undertaking which is not approved (or exempted) under the Environmental Assessment Act.

(Report of September 28, 1982; Land Use Committee meeting of October 4, 1982)

Housing, Pages 41 and 42

"2.3 In accordance with Council's housing goals and long-term targets for the projection of housing, in particular assisted housing, as contained in the Part I Official Plan, and housing for senior citizens and disabled persons, Council shall employ its power of regulation and review and, where appropriate, density incentives, so as to achieve a distribution of residential development in Bathurst-St. Clair in the following manner:"

"(b) in the commercial area, moderate amounts of residential development, shall be encouraged which provide housing predominantly for households without school aged children, and in particular for senior citizens and disabled persons."

(Report of June 15, 1982; Planning Board meeting of June 21, 1982 and Land Use Committee meeting of October 4, 1982)

General Policy Applicable to Industrial Buildings or Uses, Page 48

4.4(c) "Notwithstanding Section 4.4(b) of this Plan, Council may pass by-laws to permit the expansion of existing industrial uses located at 235 Walmer Road by a maximum of up to 30 per cent of the existing gross floor area."

(Report of September 28, 1982; Land Use Committee meeting of October 4, 1982)

Public Utility Areas, Pages 49 and 50

4.9 In Public Utility Area B, Council may pass by-laws to permit:

light industry, Toronto Transit Commission uses and their expansion and relocation, having a gross floor area up to 1.0 times the area of the lot, provided that access will be taken from Bathurst Street and/or Davenport Road.

4.10 In Public Utility Area C, Council may pass by-laws to permit:

light industry and those Toronto Transit Commission uses which are environmentally compatible with surrounding residential uses and areas having a gross floor area up to 1.0 times the area of the lot, provided that access will be taken from Bathurst Street and/or Davenport Road.

4.11 The uses for Areas B and C will be environmentally compatible (e.g. noise, fumes, odours and vibrations will be within clearly acceptable levels), either inherently or through design and special equipment, with the residential neighbourhoods adjacent to the site and also aesthetically acceptable; and further that adequate setbacks and landscaping will be provided between the residential neighbourhoods and the industrial lands.

(Report of September 28, 1982; Land Use Committee meeting of October 4, 1982)

Local Parks, Page 64

9.2(a) The north-west portion of Bathurst-St. Clair is deficient in parkland. It is therefore Council policy to rectify this situation by any means at its disposal including, but not limited to: parks purchase, securing parkland as a condition of rezoning to higher residential density, leasing of surplus lands, and encouraging the use of private lands for public use. In particular, the City will seek to ensure that if the Wychwood Car Barns are

redeveloped, that a park will be created on a portion of the site.

(Planning Board meeting of June 21, 1982; Land Use Committee meeting of October 4, 1982)

Consolidation of Zoning Amendments

The entire Section 5 "Consolidation of Zoning Amendments" is reproduced below, as amended. Reference to specific dates of Planning Board and Land Use Committee meetings is made following each section.

5.1 Proposed Amendments to the Zoning By-law

5.1.1 Density

(a) That District Maps 49J-323, 50J-321 and 50J-322 of Appendix "A" of Zoning By-law 20623, as amended, as they apply to Bathurst-St. Clair, be amended in accordance with Map C.

(b) None of the provisions of paragraph (f), Subsection 12 of Section 4 of By-law 20623, as amended, shall apply to Bathurst-St. Clair. In lieu thereof, no person shall on any lot in a L0.5 U200, L1 U200, L1 U150, L2 U200 and L2.5 U200 zones in Bathurst-St. Clair, erect or use any mixed-use building in which the sum of the non-residential floor area in square metres plus the number obtained by multiplying 100 times the number of dwelling units is greater than the value of the constant prescribed below for the density zone in which the lot is located provided that:

(Report of June 15, 1982; Land Use Committee meeting of October 4, 1982)

(i) the non-residential gross floor area contained in such mixed-use building does not exceed the non-residential gross floor area permitted to be erected or used on the lot on which the building is erected, by either paragraph (c) or (d) of Subsection 12 of Section 4 of By-law 20623, as amended.

(ii) the number of dwelling units contained in such mixed-use building does not exceed the number of dwelling units permitted to be erected or used on the lot on which the building is erected, by either paragraph (d) or (e) of Subsection 12 of Section 4 of By-law 20623, as amended.

Density Zone	Constant
L0.5 U200	2.0 times the area of the lot
L1 U200	2.0 times the area of the lot
L1 U150	2.0 times the area of the lot
L2 U200	2.5 times the area of the lot
L2.5 U200	2.5 times the area of the lot

(Report of June 15, 1982; Land Use Committee meeting of October 4, 1982)

(c) Senior Citizens' Housing

(i) Amend paragraph J(ii) of Subsection 12 of Section 4 of By-law 20623, as amended, to permit the following in Bathurst-St. Clair:

Density Zone	No. of Senior Citizens' Dwelling Units
L0.5 U200	400 dwelling units/hectare
L1 U200	400 dwelling units/hectare
L1 U150	400 dwelling units/hectare
L2 U200	500 dwelling units/hectare

(ii) Amend paragraph J(iii) of Subsection 12, Section 4 of By-law 20623, as amended, to permit the following in Bathurst-St. Clair:

Density Zone	Constant
L0.5 U200	2.0 times the lot area
L1 U200	2.0 times the lot area
L1 U150	2.0 times the lot area
L2 U200	2.5 times the lot area

5.1.2 Special Use Provisions

(a) For the area shown as CR L0.5 U200 on Map C, delete the following uses listed in Section 12A of By-law 20623, as amended:

(i) Under "Local Retail and Service Shops" delete a tavern or public house, a dry cleaning shop, a laundry shop and an eating establishment;

(ii) Under "General Retail and Service Shops" delete all uses listed thereunder except a real estate sales office, a photographer's shop, a travel agent, a sample or showroom;

(iii) Under "Offices" delete a newspaper plant;

(iv) Under "Workshops and Studios" delete all uses listed thereunder;

(v) Under "Places of Amusement and Assembly" delete all uses listed thereunder;

(vi) "Under "Automobile Related Uses" delete all uses listed thereunder except a parking station and a private parking garage;

(vii) Under "Miscellaneous Non-Residential Uses" delete all uses listed thereunder.

(Report of September 28; Land Use Committee meeting of October 4, 1982)

(b) It is recommended that the Zoning By-law be amended as it applies to Bathurst-St. Clair to permit the following uses in the area noted below, provided that such use in such areas were legally in existence on the date of passage of these amendments to the Zoning By-law:

(i) the erection or use of a building for a custom workshop, an artist's or photographer's studio or a sample or showroom in an R4A district located on the south side of Davenport Road as shown on Map C; and further that the property known municipally in 1982 as 385 Madison Avenue for the use of "real estate brokerage, property management and appraisal" in addition to the uses mentioned above.

(Land Use Committee meeting of October 4, 1982)

(ii) the use of the lands for railway lines purposes in the area shown as Gh on Map C;

(iii) the use of the lands for utility pole storage and handling yard in the area shown as Gh on Map C adjacent to the property known municipally in 1982 as 1130 Bathurst Street (Hillcrest Yards).

(Report of September 28, 1982; Land Use Committee meeting of October 4, 1982)

5.1.3 Height Limits

It is recommended that District Maps 49J-323, 50J-321 and 50J-322 of Appendix B of Zoning By-law 20623, as amended, be amended in accordance with height limits as shown on Map D.

(i) That notwithstanding Section 5.1.3 of the Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982, it is recommended that the electric power facilities of Ontario Hydro located on the property known municipally in 1982 as 391 Davenport Road be exempted from the height limit.

(Report of September 28, 1982; Land Use Committee meeting of October 4, 1982)

5.1.4 Specific Provisions Applicable to Specific Properties in Bathurst-St. Clair

"It is recommended that the Zoning By-law be amended as it applies to Bathurst-St. Clair to permit the following uses at addresses noted below:

(i) The property known municipally in 1982 as 603 Davenport Road for the purposes of an automobile service station, provided this use was legally in existence at the above address on the date of passage of this amendment to the Zoning By-law;

(ii) The properties known municipally in 1982 as 1130 Bathurst Street (Hillcrest Yards) and that part of 805 Davenport Road (formerly Union Carbide site) excluding a strip of land comprising the westerly and northerly 35 metres of 805 Davenport Road, for the Toronto Transit Commission uses as listed in Appendix 2 of this report, which list should become part of the Zoning By-law; and further that the strip of land comprising the westerly and northerly 35 metres of the property known municipally in 1982 as 805 Davenport Road, for the Toronto Transit Commission uses as listed in Appendix 3 of this report which list should become part of the Zoning By-law."

(Report of September 28, 1982; Land Use Committee meeting of October 4, 1982)

(iii) The property known municipally in 1982 as 235 Walmer Road for the use of a dairy products plant, provided this use and its gross floor area were in existence

at the above address on the date of passage of this amendment to the Zoning By-law;

(iv) The properties known municipally in 1982 as 328 Walmer Road (a dwelling house), 330 Walmer Road (Stables of Casa Loma), 285 Spadina Road (Spadina House) and 1 Austin Terrace (Casa Loma) for the uses and gross floor area in existence on the date of passage of this amendment to the Zoning By-law;

(v) The property known municipally in 1982 as 5 Austin Terrace (convent or a monastery) for the following uses, in addition to the uses permitted in an R1F district:

a nursery school, a library, a private academic, religious or philanthropic school, a nursing home, a home for the aged, a monastery, a nursery or a religious retreat, a charitable institution, an administrative office of a non-profit organization of a religious, educational, recreational, fraternal, or philanthropic nature

provided that the building or structure shall not exceed the gross floor area in existence on the date of passage of this amendment to the Zoning By-law.

5.1.5 Minimum Front Yard Setback

That the Zoning By-law be amended so as to provide, in Z1, Z2, Z3 and Z4 residential districts that the minimum front yard setback on any residential lot shall be the average of the front yard setback of the two adjacent residential properties on each side of the lot or 6.0 metres, whichever is the lesser except:

(i) where the lot is bordered by residential properties on one side only, the minimum front yard setback shall be the equivalent of the average lot frontage of the two adjacent residential properties or the equivalent of the sole adjacent residential property, as the case may be, or 6.0 metres, whichever is the lesser; or

(ii) where there are no residential properties adjacent to the lot on either side, then the minimum front yard setback shall be 6.0 metres.

6. Action Program

6.6 Street Lighting, Page 79

That the Commissioner of Public Works, in consultation with Toronto Hydro, the Commissioner of Planning and Development and area resident associations, be requested to report on the retention of incandescent lighting as the dominant form of street lighting in Bathurst-St. Clair.

(i) The Commissioner of Public Works to note that the Planning Board is in favour of retaining incandescent lighting as the dominant form of street lighting in Bathurst-St. Clair.

(Planning Board meeting of June 21, 1982; Land Use Committee meeting of October 4, 1982)

7.(a) Other Matters: TTC Hillcrest Yards and the Former Union Carbide Site

That a 14 to 15.5 metre wide setback from the western and northern boundary of the former Union Carbide site be provided for all future buildings to be erected on the lands; and that a landscaped buffer strip of 6 metres in width containing 2-1/2 inch caliper trees not less than 5 metres high sufficient in height to screen adjacent residential dwellings and thick shrubs be provided along the western lot line within the setback; and further that a privacy fence be constructed along the entire length of the buffer zone prior to any construction on the former Union Carbide property; and that the remaining 9 metre wide setback could be paved and used as a service lane.

(Land Use Committee meeting of October 4, 1982)

APPENDIX A

Minutes of the Land Use Committee

October 4, 1982

luc reply 19-Y:21

367-7033-4

October 7, 1982

Dear Sir:

On October 4, 1982, the Land Use Committee again had before it the report (July 22, 1982) from the Secretary-Treasurer, City of Toronto Planning Board, forwarding the reports (June 15, 1982) and (April, 1982) on the Bathurst-St. Clair Part II Official Plan: Final Recommendations.

The Committee also had before it the requested report (September 28, 1982) from the Commissioner of Planning and Development on this matter.

The Committee also had before it the following communications with respect to this matter:

- (August 9, 1982) from Mr. Michael B. Vaughan, Vaughan, Willms, Solicitors;
- (August 9, 1982) from Mr. Glenn M. Haskett, 385 Madison Avenue;
- (July 22 and October 1, 1982) from Mr. H. M. Sweezie, Manager of Property and Special Assignments, Toronto Transit Commission;
- (October 1, 1982) from Mr. Stanley B. Stein, Weir & Foulds, Solicitors on behalf of the Toronto Transit Commission;
- (September 30, 1982) from Ms. Christina Jennings, Truman & Jennings, on behalf of Trivest Developments Ltd., owners of 653 and 657 Davenport Road, and Patterson Spring Service Ltd., owners of 645 Davenport Road;

- (October 4, 1982) from Mr. Howard J. Levine, President, Wychwood Community Association; and

- (October 4, 1982) from Mr. E. Cousins, Dominion Dairies Ltd., 235 Walmer Road.

The following appeared with respect to this matter:

- Mr. S. Stein, Weir & Foulds, on behalf of the T.T.C.;

- Mr. Glen M. Haskett;

- Mr. Wesley Brown, O'Donohue, White & Christo, Solicitors on behalf of the St. Michael's School and Loblaws Ltd.;

- Mr. Howard Levine, President, Wychwood Community Association;

- Mr. John Valentyne, President, Hillcrest Resident & Ratepayer's Association;

- Ms. Josie Miner, Hillcrest Residents Association;

- Mr. Robert McDermott, President, Wychwood Park Ratepayers' Association;

- Mr. L. C. Bonnycastle, Senior Trustee, Wychwood Park; and

- Alderman Kanter.

The Committee requested the Commissioner of Planning and Development to report on the appropriate setbacks in CR districts in the Bathurst-St. Clair Planning Area.

The Committee amended Recommendation 7 in the report (September 28, 1982) from the Commissioner of Planning and Development by deleting the words, "mature trees" in line 4-5 and inserting in lieu thereof the words, "2-1/2 inch caliper trees not less than 5 metres high", and by adding after the word, "zone" the words, "prior to any construction on the former Union Carbide property", and as amended, adopted the report.

The Committee also adopted the reports (April, 1982) and (June 15, 1982) from the Commissioner of Planning and Development, and the report (July 22, 1982) from the Secretary-Treasurer, City of Toronto Planning Board, and requested the City Solicitor, in

consultation with the Commissioner of Buildings and Inspections, to submit the necessary draft by-law(s) to give effect to this matter.

The Committee also requested the City Solicitor to include in the draft by-law(s) as permitted uses Real Estate Brokerage, Property Management and Appraisal for the property existing at the present known as 385 Madison Avenue.

Yours truly,

Secretary
Land Use Committee

MDC/fm
Encl.

City Solicitor

Commissioner of Planning and Development

Commissioner of Buildings and Inspections

Commissioner of Public Works

All Interested Persons

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

668/70002
C&N West Central
July 22, 1982

To: Land Use Committee

Subject: Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982

Origin: City of Toronto Planning Board, May 10, 1982. (c71luc82370:129)

Comments:

At its meeting held on June 21, 1982, the City of Toronto Planning Board considered:

- the attached report entitled "Bathurst-St. Clair Part II Official Plan: Final Recommendations" dated June 15, 1982; and

- the attached document entitled "Final Recommendations, Bathurst-St. Clair, April 1982".

At its meeting, the Planning Board heard representation from twelve concerned residents or property owners and took receipt of seven letters (Appendix "A") regarding these Final Recommendations. Subsequent to the Board meeting, two letters had been received and are attached as Appendix "B".

The Planning Board adopted Recommendations Nos. 6 and 7 of the report (April 1982) to endorse the Action Program and the Design Guidelines.

By recorded votes of ten (10) in favour, the Board unanimously adopted the Official Plan Amendments as contained in the Final Recommendations report (Pages 38-64, inclusive) subject to the following amendments:

> That Section 9.2(a) be amended by substituting the last sentence with the sentence "In particular, the City will seek to ensure that if the Wychwood Car Barns are redeveloped, that a park will be created on a portion of the site."

The Board also made the following requests:

i) In connection with Section 4.11(b), the Commissioner of Planning and Development to report to the Land Use Committee on specific dimensions of the landscaped buffer zone;

ii) Regarding Section 6.6 of the Action Program, the Commissioner of Public Works to note that the Planning Board is in favour of retaining incandescent lighting as the dominant form of street lighting in Bathurst-St. Clair.

The attached report and Final Recommendations document are forwarded to your Committee for consideration.

Stephen G. McLaughlin,
Secretary-Treasurer,
City of Toronto Planning Board

SA/pmw

APPENDIX B

Further Report of June 15, 1982
on Bathurst-St. Clair
Part II Official Plan: Final Recommendations
Report of April 1982

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

JUL 22 3 36 PM '82

668/70002
C&N West Central
June 15, 1982

To: City of Toronto Planning Board

Subject: Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982

Origin: City of Toronto Planning Board, May 10, 1982. (finalrecs:129)

Comments:

1. Background

On May 10, 1982 the City of Toronto Planning Board received the report entitled "Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982". One of the recommendations adopted by the Board was that the Board receive deputations at its scheduled meeting of June 21, 1982 from interested parties.

A previous report entitled "Bathurst-St. Clair Part II Official Plan: Proposals" was submitted to the Planning Board in October 1978. Two public meetings were held and many concerns were expressed at these meetings. Later, the planning staff had meetings with several concerned parties particularly the Toronto Transit Commission in respect to the re-organization of the Hillcrest Yards and the Union Carbide site. Staff also met with the management of Loblaws Groceteria Limited concerning their redevelopment plans of the 2 hectare (5 acre) site, lying both in the Borough of York and the City, located east of Bathurst Street and north of St. Clair Avenue West.

In response to all of the above concerns, the first draft of the "Bathurst-St. Clair Part II Official Plan: Final Recommendations" was prepared in May 1981. This draft was distributed to all the area associations and a series of meetings were held with each association throughout 1981 and up to April 1982. This process culminated in the submission of the "Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982" to the Planning Board. Copies of the report were sent to several City and Metro departments and some of their boards and agencies. Replies from most of them have now been received. Copies of all letters with specific comments are contained as appendices to this report. The comments of the Department of Buildings and Inspections were concerned with zoning matters and have been taken into account in this report.

2. Public Information

To provide maximum opportunity for the public to be aware of the basic features of the Part II Plan, 900 copies of an 8-page summary of the Plan were mailed to all absentee owners of the area in the second week of May and 6,000 summaries were distributed within the study area and 300 metres around the planning area in the second and third week of May 1982. The summary also included a notice advising the public that the Planning Board would receive deputations at its scheduled meeting of June 21, 1982. The name of a staff person was mentioned who could be contacted by the public for further information or clarification.

Many telephone calls were received by the staff but most sought further information or requested copies of the report. About 100 copies of the Final Recommendations report have been given or mailed to interested persons or organizations.

Finally, an advertisement was placed in the Toronto Star on June 11, 1982 advising that the Planning Board would receive deputations or written submissions from interested parties at its scheduled meeting of June 21, in connection with the Bathurst-St. Clair Part II Official Plan: Final Recommendations.

3. Specific Concerns

Following the submission of the Final report to the Planning Board on May 10, 1982, the planning staff met with representatives of George Brown College, Dominion Dairies, the Toronto Transit Commission and Ontario Hydro.

a) George Brown College - Casa Loma Campus

i) Potential for Future Expansion

Discussions were held with representatives of the College pertaining to the existing and proposed densities as they related to expansion plans for the Casa Loma campus. College representatives indicated that it was unlikely adequate funding would be available for large scale expansion in the foreseeable future. They do anticipate an increase in the ratio of floor space per student in terms of larger laboratory and workshop space. However, student enrollment is generally not expected to increase but is likely to remain on a plateau.

The George Brown campus is currently zoned C2 V2, which permits a maximum density of 5 times the lot area for industrial purposes. The Final Recommendations Plan

would permit a maximum density of 2.5 times the lot area for institutional purposes.

In meetings with representatives of the College, it was stated that retention of the existing 5 times density permission was desirable for reasons of flexibility and potential growth. While this was not the subject of detailed discussion, planning staff did review the implications of retaining 5 times density on the surrounding area. Although retention of the existing zoning may not result in major expansion, calculations showed that redevelopment at 5 times would double existing floor space to a total of approximately 120,770 sq. m (1.3 million sq. ft.).

It is not possible to estimate the increase in student enrollment and the resulting traffic generation without precise information about the proposed utilization of new floor space. However, in general terms an additional 500 cars could be generated.

The potential impact of redevelopment in terms of parking and vehicular movements on surrounding residential neighbourhoods could be serious. In addition, this would be contrary to the reinforcement of stable Low Density Residence Areas as provided for in the Official Plan. In view of the above, it is therefore recommended that the maximum permitted density for George Brown College be 2.5 times the lot area.

ii) Existing Densities

In the course of our discussions with George Brown, it was discovered the existing density figures referred to in the Final Recommendations report were in error. The overall total existing density of all campus buildings is approximately 2.5 times the lot area instead of 2.0 times. Accordingly, planning staff re-evaluated the basis for considering a future expansion of up to 0.5 times the lot area.

A detailed review of all existing George Brown buildings and their respective lot areas was undertaken in consultation with the College. It was discovered that the potential for future expansion exists on two sites. Only one site, with an older building on it, has the necessary foundation to support an addition. Both sites front on Kendal Avenue. All other buildings on the campus are built at or exceed a density of 2.5 times their respective lot.

In consideration of the Part II planning goals for reinforcing the stability of the adjacent Low Density Residence Area, the existing density figures, the limited expansion plans of the College, in addition to the existing potential for expansion up to 2.5 times the lot area on two Kendal Avenue lots, it is recommended that the Official Plan statement pertaining to the George Brown Institutional Area and the proposed QR L2.5 U200 zoning designation remain unchanged.

The College would therefore be permitted to expand only on those lots that have an existing density of less than 2.5 times the lot area. In the event an entire new building is built by demolishing one of the older buildings, it will be subject to a maximum of 2.5 times density and a 14 m (45 ft.) height control. Any new floor space would also have to satisfy the increased parking standards as recommended in Section 6 under "Action Program", Recommendation No. 6.7 of the Final Recommendations report.

iii) Special Residential Development Area

Discussions with planning staff also dealt with the proposed Special Residential Development Area designation as shown on Map A. This area includes properties fronting on the east and west side of Walmer Road between Macpherson Avenue and Davenport Road. Those lots on the west side of Walmer Road abut the lands owned by George Brown College.

The Final Recommendations Plan regards the Special Residential Development Area as an area of long term transition from industrial use to residential development. It is important to understand that existing industrial uses are recognized and the area is zoned for industry. The Plan recognizes the long term potential of this area for residential uses in view of its proximity to Casa Loma and surrounding residential neighbourhoods.

Evaluation of the suitability of this area for residential uses would only occur if existing industries relocated and if no other industrial uses permitted by the Zoning By-law moved into the area.

In preliminary discussions, George Brown College indicated that they had reservations about the long term prospect of residential uses abutting their eastern boundary on Walmer Road.

Planning staff have considered their concerns and have concluded that the Special Residential Development Area designation is valid in considering the long term future of the area. While this area is industrial in nature and has been zoned accordingly, the area does have potential for residential uses in the long term. The Special Residential Development Area is currently surrounded by residential neighbourhoods on all sides, in addition to Casa Loma. It is therefore a long term planning objective to encourage uses which are compatible with such neighbourhoods.

b) Dominion Dairy

Dominion Dairy is located on Walmer Road between Macpherson Avenue and Davenport Road. The site is currently zoned C2 V2 permitting a maximum of 5 times the lot area. The Final Recommendations report zones the property I1 D1 with special provisions that recognize the existing use and gross floor area. A further provision permits the dairy to expand by up to 10% of the existing gross floor area.

In a meeting with the management of Dominion Dairy, it was agreed they would evaluate the proposed policies in terms of their future plans for the site. It is not possible at the time of writing this report to indicate their position, however, it is anticipated their primary concern is with density. It is our understanding that a representative of Dominion Dairy will appear at the June 21 meeting.

c) Toronto Transit Commission Hillcrest Yards and Union Carbide Site

i) Public Utility Area C

These lands are located west of Bathurst Street between Davenport Road and the C.P.R. tracks. The current zoning is C3 V2 permitting industrial uses at 5 times density.

The Final Recommendations report has recommended the designation of these lands to Public Utility Areas B and C. The recommended zoning is I1 D1, a light industrial zone permitting those industrial uses which are compatible with the adjoining residential areas. In Area B, containing the entire Hillcrest Yard and the bulk of the Union Carbide site, the Plan permits the existing T.T.C. uses and their expansion or replacement as-of-right. T.T.C. uses not currently located in the Hillcrest Yard would require a rezoning to ensure that they do not have adverse effects on nearby residential

neighbourhoods. The existing T.T.C. uses would be permitted in the Il Dl zone through a special provision of the Zoning By-law.

Area C consists of a strip of land 35 m (115 ft.) in width adjacent to a residential area to the west and Davenport Road to the north. The Plan permits only Il light industrial uses in this area as-of-right. T.T.C. uses would be permitted only through rezoning to ensure that they are environmentally compatible with the adjoining neighbourhood.

The two areas, B and C, have also been designated as development review areas under Section 40 of The Planning Act.

Planning staff met with the T.T.C.'s Manager of Property and Special Assignments to discuss the intended re-organization of the two sites. He explained the existing operations in the Hillcrest Yard. This includes a full range of workshops to undertake repairs and body work to buses and streetcars. The T.T.C. intends to expand this workshop as part of their re-organization. He also stated that the Union Carbide site was specifically purchased to facilitate the relocation of the Parkdale Garage from Sorauren Avenue. This garage provides complete repair work to bus engines and streetcar motors. The relocation is intended to consolidate all types of repairs at one location. In addition, there is also a need to expand the administrative offices and warehouse facilities at Hillcrest. The consulting firm of R. E. Winter and Associates has been hired to do the re-organization study which should be complete within a year.

Planning staff explained the policies contained in the Final Recommendations report for this site with particular reference to Area C. In Area C, only industrial uses that are compatible with the adjacent residential area would be permitted. The policies would require fencing, tree planting, landscaping and closing of Melita Avenue and Ashworth Avenue at the western boundary of the site. It was emphasized that T.T.C. workshops could not be located in the 35 m strip of land. Setbacks of sufficient width to accommodate a landscaped buffer strip along the western boundary would be required. After further discusison, the policies contained in Public Utility Area C were considered reasonable by the T.T.C. representative provided office and warehouse uses were permitted.

ii) Density

The T.T.C. did express concern over the recommended I1 D1 zoning. Instead of a maximum permitted density of 1 times the lot area, the T.T.C. requested a maximum density of 2 times coverage for both sites in order to retain more flexibility in their future operations. Planning staff briefly reviewed existing densities and discussed the T.T.C.'s requirements for future expansion. The total lot area of the Hillcrest Yard and the Union Carbide site is approximately 139,350 sq. m (1.5 million sq. ft. or about 33 acres). The existing floor space occupied by all workshops, offices and warehouses is approximately 55,740 sq. m (600,000 sq. ft.). According to the T.T.C., relocation of the Parkdale Garage and the future expansion of office and warehouse uses on this site would occupy about 37,160 sq. m (400,000 sq. ft.) of floor area. This would still leave about 46,450 sq. m (500,000 sq. ft.) of floor space that would be available under the I1 D1 zoning. This amount of floor space would appear to provide sufficient flexibility to accommodate the T.T.C.'s known expansion plans. It is therefore recommended that the proposed I1 D1 zoning be retained.

It is our understanding that the T.T.C. will make representation before the Board on June 21 or submit a written brief.

d) Ontario Hydro

Discussions with representatives of Ontario Hydro were held based on their letter of June 9, 1982 which is included in the appendix. They requested that the proposed Official Plan designation for the Ontario Hydro right-of-way be changed from Public Utility Area A to an Area of Industry and that the recommended zoning be changed from Gh to I1 D1. This request was based on the long term potential of the right-of-way for industrial or other uses.

Most of the area south of Davenport Road is currently designated industrial and zoned C2 V2 and C3 V2. The same zoning applies to the right-of-way. However, Ontario Hydro lands in Public Utility Area D and the right-of-way in that vicinity are zoned C2 V2.

Planning staff evaluated this request from several perspectives. First, it is important to note that public utility uses now located between Davenport Road and the C.P.R. tracks constitute a small enclave in the middle of a broader residential community known for desirable residential

neighbourhoods. While it is recognized public utility uses will continue, it is not considered appropriate to designate such areas for new industrial uses given the proximity of adjacent residential districts.

In addition, the Hydro right-of-way is currently used for storage purposes by Toronto Hydro and is also utilized for parking by George Brown College. If the right-of-way were to be redeveloped for industrial uses and the existing parking facilities removed, the stability of the adjacent residential neighbourhoods could be severely affected.

The proposed Gh zoning would permit the Hydro right-of-way to be used for parking and/or parks purposes. In consideration of the linear nature of the right-of-way and its narrow depth, its development potential is limited. In addition to parking uses, the right-of-way could accommodate a linear green strip and walkway. This concept is already in place in certain portions of the right-of-way in the Dufferin-Davenport planning area. The right-of-way in this area is also zoned Gh. This zoning has been approved by the Ontario Municipal Board.

From the discussions with Ontario Hydro, it appeared evident that no substantial change is likely to occur in the right-of-way during the life of this Plan. In view of the above comments, it is recommended that the Official Plan designation of the right-of-way as Public Utility Area A and the proposed Gh zoning be retained.

4. Technical Changes

The Final Recommendations report dated April 1982 was circulated to relevant City and Metro departments including their boards and agencies for comment. Minor technical changes are needed to resolve problems identified, however, none of these changes have policy implications.

It is recommended that minor technical changes, as outlined below, be made to Sections 4 and 5 of the Part II Official Plan statements and the consolidated zoning amendments respectively:

a) Housing for Senior Citizens and Disabled Persons

Add "housing for senior citizens and disabled persons" in Section 4, subsection 2.3 and 2.3(b), pages 41 and 42, as follows:

Housing

"2.3 In accordance with Council's housing goals and long-term targets for the projection of housing, in particular assisted housing, as contained in the Part I Official Plan, and housing for senior citizens and disabled persons, Council shall employ its power of regulation and review and, where appropriate, density incentives, so as to achieve a distribution of residential development in Bathurst-St. Clair in the following manner:"

"(b) in the commercial area, moderate amounts of residential development shall be encouraged which provide housing predominantly for households without school aged children, and in particular for senior citizens and disabled persons."

b) Addition of Densities and other Changes

i) In subsection 5.1.1(b) add L2.5 U200 after L2 U200.

ii) In subsection 5.1.1(b)(ii) add the following:

L2.5 U200 2.5 times the area of the lot

c) In subsection 5.1.2(a) add "except a parking station and a private parking garage" at the end of paragraph (vi).

d) Delete subsection 5.1.2(b) on page 68 and replace it with the following:

"(b) It is recommended that the Zoning By-law be amended as it applies to Bathurst-St. Clair to permit the following uses in the area noted below, provided that such use in such areas were legally in existence on the date of passage of these amendments to the Zoning By-law:"

e) Delete subsection 5.1.4 on pages 68 and 60 and replace it with the following:

"It is recommended that the Zoning By-law be amended as it applies to Bathurst-St. Clair to permit the following uses at addresses noted below:

(i) The property known municipally in 1982 as 603 Davenport Road for the purposes of an automobile

service station, provided this use was legally in existence at the above address on the date of passage of this amendment to the Zoning By-law;

(ii) The properties known municipally in 1982 as 1130 Bathurst Street (Hillcrest Yard) and that part of 805 Davenport Road (formerly Union Carbide site), excluding a strip of land comprising the westerly and northerly 35 metres of the lot, for the Toronto Transit Commission uses, provided these uses were in existence at 1130 Bathurst Street on the date of passage of this amendment to the Zoning By-law;

(iii) The property known municipally in 1982 as 235 Walmer Road for the use of a dairy products plant, provided this use and its gross floor area were in existence at the above address on the date of passage of this amendment to the Zoning By-law;

(iv) The properties known municipally in 1982 as 328 Walmer Road (a dwelling house), 330 Walmer Road (Stables of Casa Loma), 285 Spadina Road (Spadina House) and 1 Austin Terrace (Casa Loma) for the uses and gross floor area in existence on the date of passage of this amendment to the Zoning By-law;

(v) The property known municipally in 1982 as 5 Austin Terrace (convent or a monastery) for the following uses, in addition to the uses permitted in an R1F district:

a nursery school, a library, a private academic, religious or philanthropic school, a nursing home, a home for the aged, a monastery, a nursery or a religious retreat, a charitable institution, an administrative office of a non-profit organization of a religious, educational, recreational, fraternal, or philanthropic nature

provided that the buildings or structure shall not exceed the gross floor area in existence on the date of passage of this amendment to the Zoning By-law.

f) It is recommended that the following paragraph be added at the end of subsection 5.1.5 heading "Minimum Front Yard Setback", as outlined on page 70:

"(iii) where there is a corner lot or an inside lot having a four or more than four storey building, then the same minimum front yard

setbacks shall be observed as described in the relevant subsections of Section 4 of the Zoning By-law"

Conclusion:

This report recommends certain changes to Sections 4 and 5 of the Final Recommendations report of April 1982. Extensive meetings have been held with each area ratepayer association. Approximately 900 copies of an 8-page summary of the Plan were mailed to absentee owners and approximately 6,000 copies were distributed to residents, tenants and businesses in the planning area.

Planning staff met with everyone who expressed specific concerns. In particular, meetings were held with George Brown College, Dominion Dairy, the Toronto Transit Commission and Ontario Hydro.

As the Final Recommendations report was circulated to relevant City and Metro departments, some technical changes were made to the report based on their comments. However, these changes are minor and have no policy implications.

Recommendations:

Regarding the Official Plan:

1. That the City of Toronto Planning Board adopt and forward to the Land Use Committee of Council, for adoption by City Council, the amendments comprising Part II of the Official Plan for Bathurst-St. Clair as set out in Section 4 of the Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982, and as shown on Maps A and B, along with the technical changes recommended in Section 4(a) of this report.

2. That the Land Use Committee request the City Solicitor, in consultation with the Commissioner of Planning and Development, to submit a draft by-law to give effect to the amendment to the Part I Official Plan substantially as referred to in Recommendation No. 1.

3. That City Council direct the City Clerk to submit the by-law referred to in Recommendation No. 2 to the Minister of Municipal Affairs and Housing for approval.

Regarding the Zoning By-law:

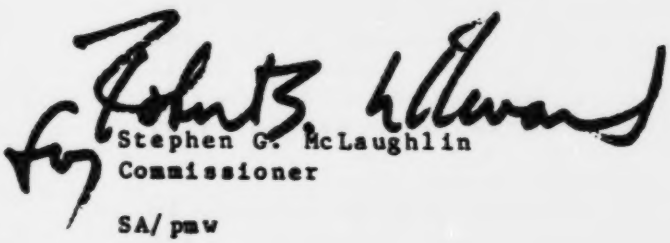
4. That the Land Use Committee request the City Solicitor, in consultation with the Commissioner of Planning and Development, to submit a draft by-law to give effect to the amendments to the Zoning By-law as set out in Section 5 of the Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982 and as shown on Maps C, D, E, F and G, along with the technical changes recommended in Section 4(b), (c), (d), (e) and (f) of this report.

Action Program:

5. That the City of Toronto Planning Board endorse the Action Program as set out in Section 6 of the Final Recommendations report of April 1982 and forward it to the Land Use Committee for consideration.

Design Guidelines:

6. That the City of Toronto Planning Board endorse the Design Guidelines for the Medium Density Mixed Commercial-Residential Area of the north-east corner of Bathurst Street and St. Clair Avenue West as set out in Section 7 of the Final Recommendations report of April 1982 and forward them to the Land Use Committee, for endorsement by City Council, as a statement of objectives to be achieved in the redevelopment of aforementioned lands.



Stephen G. McLaughlin
Commissioner

SA/pmw

City of Toronto Planning Board June 15, 1982

June 9, 1982

Mr. Stephen G. McLaughlin
Commissioner
Planning and Development Department
City of Toronto
City Hall
Toronto, Ontario
M5H 2N2

Attention: Mr. Saghir Ahmed, Area Planner

Dear Mr. Ahmed:

Bathurst-St. Clair Part II
Official Plan, Final Recommendations

We wish to acknowledge receipt of the subject report which was sent to Mr. H. K. Wright, Director of Ontario Hydro's Central Region. Thank you for providing us with an opportunity to comment on the report. We have now completed our review of the document and would like to make the following comments.

Within the subject area Ontario Hydro owns a right-of-way and a transformer station site. The right-of-way which parallels the north edge of the Canadian Pacific Railway right-of-way extends from Davenport Road on the east to Christie Street on the west. The Bridgman Transformer Station site is bounded by Davenport Road, Macpherson Avenue and Huron Street. We note that the maps in the report identify an area of encroachment on the north edge of our right-of-way between Kendal Avenue and Dartnell Avenue. Our property records indicate that the right-of-way is a uniform width of 81 ft. in this area. We therefore request the maps in the report be modified accordingly.

We note that under ACTION PROGRAM 6.2 of the report, an extensive tree planting program is to be undertaken. While we are in general agreement with the concept, we wish to point out the incompatibility of trees and conductors and the dangers of planting below conductors. For this reason, we request that we be consulted to determine suitable planting sites in the vicinity of our facilities.

Of particular concern to us in the report, are the recommended changes to the zoning and land use designations for our right-of-way and transformer station site. Our lands are presently zoned C2 V2, C3 V2 and designated 'Low Density Residential Area/Area of Permissible Industrial Use'. This report recommends the lands be designated 'Public Utility Area' and downzoned to GH and I1 D3.

The result is that our lands would be restricted essentially to existing uses and parks, and the density permitted would be reduced from 5 times coverage to 3 times in the case of our transformer station site and to zero in the case of our right-of-way. We request that the existing zoning for our lands be retained and a different land use designation be assigned to our lands to permit a wider range of future uses.

In addition, we would point out that the height restriction proposed (14 m) for the Bridgman Transformer Station site, would result in the building and some of the facilities becoming non-conforming uses as they exceed this height limit. However, retention of the existing zoning would eliminate this problem.

In view of the foregoing, we would appreciate a meeting to discuss these concerns.

To arrange a meeting or to obtain further details, please contact Mr. J. L. Ferguson, at 592-3996.

(Signed): L. E. Milton, Manager
Land Use & Environmental
Planning Department
Ontario Hydro

City of Toronto Planning Board

June 15, 1982

June 8, 1982

Mr. Stephen G. McLaughlin
Commissioner of Planning
and Development,
20th Floor, East Tower,
City Hall
Toronto, Ontario

Attention: Mr. Saghir Ahmed

Dear Sir:

Further to your communication of April 26, 1982, I wish to comment on the Bathurst-St. Clair Part II Official Plan, Final Recommendations.

I am generally in agreement with the conclusions and recommendations of the report. In particular, I agree that the Hydro right-of-way has considerable potential for the provision of local park space.

As well, I am in agreement with the notion that in the event of the disposal of lands owned by various Boards, agencies or Commissions, consideration should be given to developing such lands for Parks and Recreation purposes.

Generally, the report makes reference to tree planting programmes which the Department supports. However, further discussions should take place for individual tree planting projects.

May I thank you for referring this document for my comment.

(Signed): Commissioner
Parks and Recreation Department

May 31, 1982

Mr. Stephen G. McLaughlin
Commissioner
Planning and Development Department
20th Floor, East Tower
City Hall

Dear Sir:

Re: Bathurst-St. Clair Part II Official Plan
Final Recommendations

This is with reference to your letter dated April 26, 1982.

My comments regarding the Zoning amendments introduced by the "Final Recommendations - Bathurst-St. Clair Part II Official Plan" are as follows:

5.1.1(a)	Problems due to the operation of Section 4(16).
5.1.1(b)	L2.5 U200 has been omitted.
5.1.2(a)(vi)	A parking station, a parking lot and a private parking garage are uses that should be allowed in order to accommodate parking facilities required by the Zoning By-law.
5.1.2(b) & 5.1.4	The use of Section 16 of the Zoning By-law and the hazards associated therewith perhaps should be discussed with Mr. G. Vrachas of this Department.
5.1.5	Needs clarification.

Mr. George Vrachas will be calling your Mr. Saghir Ahmed for a meeting very shortly.

(Signed): Commissioner and Chief Building Official

APPENDIX C

Submissions to the Planning Board

Bathurst Davenport Community Association

To: City of Toronto Planning Board, meeting on June 21, 1982

From: Bathurst Davenport Community Association

Re: Bathurst-St. Clair Part II Official Plan Final Recommendations

PREFACE

The Bathurst Davenport Community Association welcomes this opportunity to comment on the Bathurst-St. Clair Part II Official Plan Final Recommendations. Since the mid-1970's, our representatives have participated in this planning process. Tonight, we will concentrate on recommendations which directly affect our section of the planning area.

1. RESIDENTIAL DESIGNATION

We fully support the recommendation which designates industrial sections and certain residential sections of our neighbourhood as Low Density Residential Area, rather than General Use Area as proposed earlier. The residential designation keeps business uses in a legal non-conforming status, and will help to:

- strengthen existing residential uses;
- ensure that any industrial and deteriorated residential properties will be developed in a manner which is compatible with the basic residential character inside of our boundary streets; and
- discourage the presence of certain businesses which have not been or are not likely to be compatible with residential use.

In light of the above, we request clarification of the term Special Industrial Area. If properties on the east side of Bathurst St. are to remain in a legal non-conforming status as a continuation of Low Density Residential Area, then why are these properties discussed under the heading Special Industrial Area on p. 13 (April, 1982)? According to Map A., p. 39 (April, 1982), it appears that only a small property on Bridgman between Dartnell and Kendal is designated Special Industrial Area--is this the only area which will have legal conforming status?

2. GEORGE BROWN COLLEGE

To preface our remarks about the George Brown College Institutional Area, we wish to emphasize that our section of the planning area contends with a unique set of problems presented by an adjoining institution of this type. Problems include:

- abusive student language;
- an excessive amount of litter;
- student drug-use in our lanes and garages;
- student driving which is a menace to our seniors and children;

(continued)

- air and noise pollution from the physical plant and parking lots; and
- illegal parking on streets, in lanes, on private property, in front of fire hydrants--from early morning to late evening.

Regarding the issue of parking, note that ever since this Planning Board's public meeting (on the subject of Casa Loma Campus impacts) in 1971, no efforts to alleviate the parking problem have been successful. Historically, efforts have been made by the City, the College itself, the Metro Police, and two adjoining residents' associations. Yet our neighbourhood continues to be overwhelmed with illegally parked vehicles. This and other problems stem not only from the sheer number of students but also from the fact that most are manpower and apprenticeship students whose lifestyles differ from post-secondary students.

Under these circumstances, we fully support the recommendation on pp. 3 and 4 of your supplementary report dated June 15, 1982: That the College not be allowed to expand beyond its present 2.5X density. Before this supplement came to our attention, we were prepared to adamantly oppose your strategy of offering the College .5X more density, over its purported 2X density, in return for its provision of extra parking. Fortunately, your supplement confirms that the College has already built to 2.5X density, and that additional density will not be allowed. Both your "freeze" on the College's density, and your abandoning of the ineffective trade-off strategy (more density in return for more parking facilities), are laudable.

In addition, you propose that "any new floor space would also have to satisfy the increased parking standards as recommended in Section 6 under 'Action Program'." The latter section suggests that the College should provide "one space for each six students." Note that the College's response of April 6, 1982 to a letter from the Commissioner of Planning, states that there are presently 492 parking spots for approximately 2467 students, or one space for every five students. As the College has already exceeded your proposed standard (!), and as this 1:5 ratio has not improved the situation, we suggest that the recommended standard is obviously too low and should be stiffened.

3. RIGHT-OF-WAY

We have several comments on this topic:

- Out of concern for the safety of our children, College students, and others, we reaffirm our past requests for a fence which will prevent pedestrian access to the train tracks.

- We fully support proposed policies and actions for enhancement of these lands. But we strongly suggest that trees be

(continued)

planted on the boulevard, rather than on the railroad embankment, between Dartnell and Bathurst. Such trees would buffer the residential area not only from railroad and hydro lines, but also from parking lots along the right-of-way. Trees along the south side of Bridgman, rather than on the embankment itself, would make the north side of Bridgman more attractive for residential redevelopment, in line with the general residential designation for the area. In addition, we do not support planting on the embankment for fear that children will congregate between foliage and tracks, or climb trees in order to mount the hoped-for fence along the tracks.

- While we do not object to the redesignation of these lands from Special Residential Development Area to Public Utility Area, we fully agree that present and future use of lands should be as compatible as possible with the adjacent residential community. If railway lines are to be a permitted use in the planning area, then we must re-emphasize our concern about the transport of hazardous materials.

4. TRAFFIC AND TRANSIT

We fully support proposed policies and actions directed at:
- solving parking problems caused by the George Brown College;
- eliminating heavy truck traffic on Davenport during restricted hours of operation;
- eliminating local industrial truck traffic on our residential streets; and
- opposing the widening of arterial roads (which would increase private transit use).

Although we support the principle of improved public transit, we have reservations about bus service along Davenport Road. On the one hand, our neighbourhood appears to be already well serviced by existing transit lines. Many residents on Davenport would object to any additional noise or fumes which would likely result from bus operations. On the other hand, from the point of view of personal safety, such a service could benefit women, seniors, and school children. The presence of a bus route might benefit the area by slowing down and discouraging car traffic on Davenport. We believe that detailed study is needed on the implications of a bus route on Davenport. Only a substantial improvement in service would seem to justify the environmental disadvantages of a bus line.

5. CASA LOMA LANDS

We fully support proposed recommendations and actions aimed at making the southern portion of the Casa Loma lands accessible to the community. For several years, our representatives have pressed for the opening of these grounds. Our efforts have been

(continued)

repeatedly thwarted. The Property Department has proposed an extravagant design which appears to be "programmed to fail" on a budget basis. The design should be simplified. It is shameful that this publicly owned land remains inaccessible!

***

In conclusion, our association looks forward to working with the various officials who will be responsible for implementing the recommended action program. Thank you.

Submitted by,

W. Lunde

Wilf Lunde, Chairman
Bathurst Davenport Community Association

JO:

June 21, 1982

The City of Toronto Planning Board
Toronto City Hall
20th floor
East Tower
Toronto, Ontario
M4H 2N2

ATTENTION: Mr. Michael Sutton
Chairman of Planning Board

Dear Mr. Sutton:

This letter is to voice my concern and objection over the Final Recommendations for Bathurst - St. Clair Area in which the zoning of the area known as Area E Davenport is proposed to be changed from C2V2 to R4AZ3.

This downgrading seriously effects the potential of the property (coverage and use) and hence its value. The study seems to favour the retention of the "House Form Buildings" which I believe are not an asset to the neighbourhood. With mixed industrial, commercial and government uses the area does not have a real theme and certainly lacks any aesthetic appeal.

The proposed change from five to one times coverage serverely limits future development. The larger coverage will not necessarily result in traffic or parking problems as the study suggests. A subway stop only a five minute walk from the area certainly could provide transportation for prospective employees.

The proposed zoning would force the status of my property into that of a legal non-conforming use. This of course is of concern to me as well.

I hope that these thoughts will be given serious consideration and that the current zoning and coverage will remain.

Thank you for permitting me to present my views.

Yours truly,

GLENN M. HASKETT INC.

Glenn M. Haskett, MBA

C.C. Alderman Ying Hope, Alderman Ron Canter

AZIZ
DESIGNS

June 21 1982.

Toronto City Planning Board.

Dear Sirs;

I must object strenuously to your plan to rezone my area of Davenport Road, from C2V2 to R4AZ3.
This would most certainly jeopardize the commercial value of this land as well as the monetary value.

Therefore any attempt by the city to do this will be met with certain litigation from my solicitors.

Yours truly,

P. C. Aziz

Peter C. Aziz

AZIZ DESIGNS

5 YORKVILLE AVENUE

TORONTO ONTARIO

M4W 1L1 • 921-3809

June 21, 1982

The City of Toronto Planning Board
Toronto City Hall
20th floor
East Tower
Toronto, Ontario
M4H 2N2

ATTENTION: Mr. Michael Sutton
Chairman of Planning Board

Dear Mr. Sutton:

Re: 495 Davenport Road

I am writing to record my objection to the proposed rezoning of the area designated as "Area E Davenport" from C2V2 to R4AZ3. It is my belief that this will among other things seriously effect the value of my property.

I hereby appoint Glenn Haskett to represent me in discussions with the City Planning department. This appointment is valid until you receive written notice terminating same.

Yours truly,

Walter Burden

Ronal S. Hills

James H. Prince

June 21, 1982

The City of Toronto Planning Board
Toronto City Hall
20th floor
East Tower
Toronto, Ontario
M4H 2N2

ATTENTION: Mr. Michael Sutton
Chairman of Planning Board

Dear Mr. Sutton:

Re: 489 Davenport Road

I am writing to record my objection to the proposed rezoning of the area designated as "Area E Davenport" from C2V2 to R4AZ3. It is my belief that this will among other things seriously effect the value of my property.

I hereby appoint Glenn Haskett to represent me in discussions with the City Planning department. This appointment is valid until you receive written notice terminating same.

Yours truly,

Mrs. Grabowsky

V. Grabowsky

Michael B. Vaughan
49 Burnside Drive
Toronto, Ontario
M6G 2N9

June 21, 1982

DELIVERED

Chairman and Members of City
of Toronto Planning Board
City Hall
Toronto, Ontario
M5H 2N2

Dear Sirs:

Re: Bathurst - St. Clair Official Plan
Part II Final Recommendations

As neither my wife nor I are able to be present at tonight's public meeting, I am filing this letter as our objection to the Final Recommendations. If those recommendations are implemented in their present form, they would sterilize our house in a use that is unviable which would lead to its eventual and inevitable demolition.

The property is now zoned R1 and was converted to a converted dwelling house in 1926. We have recently purchased it as a converted dwelling house understanding that it enjoyed a legal non-conforming use for that purpose and having been advised by your Planning Department that it was shown as a converted dwelling house on the City's records.

In light of certain technicalities there is serious doubt that the property does enjoy the protection of a legal non-conforming use as a converted dwelling house. Consequently, the proposed R1 Z1 zoning may well apply to prevent such a use.

The house was originally constructed in 1917 by Sir William Gage and contains, depending on the interpretation of the definition of gross floor area in the by-law, between 8,287 square

...2

feet and 13,669 square feet. The house is located 150 feet from a large industrial area and overlooks the T.T.C. repair barns. The neighbouring property to the west is a nursing home. The neighbouring houses to the east and south which have been constructed on the Gage property are about one-quarter the size on Burnside Drive and one-seventh the size on Davenport as the house in question. The noise level in the backyard at the south from the industrial and other activity in the area is so high that conversation cannot be conducted at a normal level and consequently the back garden is not used. Through the front garden runs a driveway that is used as a public road joining two streets.

The house is totally out of scale with the surrounding properties and constitutes an anomaly in their context.

We are a family with three small children and the bedroom floors alone contain 4,680 square feet of gross floor area.

The house is noteworthy for its architecture and is proposed for designation. The house requires a staff to operate and is designed for a style of living that is now obsolete. Although, if it were located in the centre of Forest Hill, it might continue to be viable for an R1 use, it is no longer viable for such a use west of Bathurst Street and indeed has not been used for such a use since 1926 except for certain periods.

The building is certainly worth preserving and we consider that it would be viable as a converted dwelling house for many years in the future. However, one must face the reality that the lot measures 175 feet by 175 feet with the result that the property is worth half again as much building lots as it is with the present house remaining but sterilized into use as a single family dwelling. My wife and I are most anxious to preserve the building but frankly must face the practical impossibility of making a viable family use of so much space and the economic costs of trying to do so. In that regard, the interest alone on the mortgages, when renewed at current rates, will be $75,000.00 per year of after tax dollars.

In my view, to restrict a property of this size in this location to an R1 use, is to ensure its eventual demolition and replacement with a more viable form of development, particularly when it is unmarketable at a reasonable price for the purposes of a single family dwelling.

...3

In 1978, the Proposals Report recommended that the property and the immediate area be zoned R1F Z1 and that recommendation was carried forward into the 1981 Final Recommendations Report (Spring, 1981). We note that on page 48 of the Proposals report, 35% of the buildings on Burnside Drive are stated to be converted dwelling houses and 29% in the Wychwood area. However, in the final recommendations now before you, our property and Burnside Drive is proposed for an R1 designation.

From examining the various reports, it appears that the planners were of the view that an R1F use was the most appropriate for our immediate area and to that end recommended that it be implemented with reduced standards compared with the R1F standards prevailing in the rest of the City. It is those reduced standards that appear to have attracted opposition rather than this zoning designation. Even though the same language was used to support the R1F designation in the 1981 final recommendations as in the current final recommendations, the current final recommendations are for R1 in my area and, anomalously, R1F in the Hillcrest area.

There is no indication in the reports that the people currently owning converted dwelling houses were told of the unfortunate and damaging effects of losing the legal status as converted dwelling houses that they had anticipated since 1978.

It may be that an appropriate solution would be to leave the R1 in effect but make it a special R1 as in the South Rosedale or South Hill areas, namely that the conversion privilege would apply only to buildings of over, say, 6,000 or 7,000 square feet of gross. The R1 label would then discourage those who would wish to convert but at the same time the provision would enable a viable use to be made or continued of the particularly large houses which would enable the appearance and character of the neighbourhood to be preserved.

There is one other item that I would object to and that is that the area of Special Identity runs right through part of my house and the line should be moved somewhat to the south.

May I ask for formal notice of any further meetings of Planning Board, Council or any of its Committees, at which I might have an opportunity to be heard with respect to the matter.

...4

You may wish to request the Planning Staff to report further on this matter as it would appear anomalous for the City to be moving ahead, on the one hand, to designating the property as part of an Historical Preservation District while, on the other hand, zoning it in such a manner as to ensure its demolition.

Yours very truly,

Michael B. Vaughan

MBV:km

CC. Alderman Ying Hope
Alderman Ron Kanter

ONTARIO HYDRO

June 9, 1982

Mr. Stephen G. McLaughlin
Commissioner
Planning and Development
Department
City of Toronto
City Hall
Toronto, Ontario
M5H 2N2

Attention: Mr. Saghir Ahmed
Area Planner

Dear Mr. Ahmed:

Bathurst-St. Clair Part II
Official Plan, Final Recommendations

We wish to acknowledge receipt of the subject report which was sent to Mr. H. K. Wright, Director of Ontario Hydro's Central Region. Thank you for providing us with an opportunity to comment on the report. We have now completed our review of the document and would like to make the following comments.

Within the subject area Ontario Hydro owns a right-of-way and a transformer station site. The right-of-way which parallels the north edge of the Canadian Pacific Railway right-of-way extends from Davenport Road on the east to Christie Street on the west. The Bridgman Transformer Station site is bounded by Davenport Road, Macpherson Avenue and Huron Street. We note that the maps in the report identify an area of encroachment on the north edge of our right-of-way between Kendal Avenue and Dartnell Avenue. Our property records indicate that the right-of-way is a uniform width of 81' in this area. We therefore request the maps in the report be modified accordingly.

We note that under ACTION PROGRAM 6.2 of the report, an extensive tree planting program is to be undertaken. While we are in general agreement with the concept, we wish to point out the incompatibility of trees and conductors and the dangers of planting below conductors. For this reason, we request that we be consulted to determine suitable planting sites in the vicinity of our facilities.

Of particular concern to us in the report, are the recommended changes to the zoning and land use designations for our right-of-way and transformer station site. Our lands are presently zoned

366.129

C2 V2, C3 V2 and designated 'Low Density Residential Area/Area of Permissible Industrial Use'. This report recommends the lands be designated 'Public Utility Area' and downzoned to GH and I1 D3. The result is that our lands would be restricted essentially to existing uses and parks, and the density permitted would be reduced from 5 times coverage to 3 times in the case of our transformer station site and to zero in the case of our right-of-way. We request that the existing zoning for our lands be retained and a different land use designation be assigned to our lands to permit a wider range of future uses.

In addition, we would point out that the height restriction proposed (14 m.) for the Bridgman Transformer Station site, would result in the building and some of the facilities becoming non-conforming uses as they exceed this height limit. However, retention of the existing zoning would eliminate this problem.

In view of the foregoing, we would appreciate a meeting to discuss these concerns.

To arrange a meeting or to obtain further details, please contact Mr. J. L. Ferguson, at 592-3996.

(Signed): L. E. Milton, Manager, Land Use & Environmental Planning Department

700 University Avenue, Toronto, Ontario M5G 1X6

June 21, 1982

File: 00544.201 P

Mr. Michael Sutton
Chairman
City of Toronto Planning Board
20th Floor, East Tower
New City Hall
TORONTO, Ontario
M5H 2N2

Dear Mr. Sutton:

Bathurst-St. Clair Part II
Official Plan, Final Recommendations

This is further to our letter of June 9/82, a meeting on June 11/82 with planning staff and the subsequent planning staff report of June 16/82.

As outlined in our letter of June 9/82, we are dissatisfied with the proposed land use designation, 'Public Utility Area' which is recommended for our transformer station site and right-of-way. In addition, we are opposed to the proposed 'GH' zoning for our right-of-way. The proposed land use designation and zoning would essentially restrict permitted uses to electric power facilities, parks and parking. Our lands are presently designated 'Low Density Residential Area/Area of Permissable Industrial Use' in the City of Toronto, Part I Official Plan. The Comprehensive Zoning By-law 20623 for the City presently zones our lands C2V2 and C3V2. Both the Official plan and zoning by-law permit a range of uses on our property in keeping with the objectives for the general area.

The recommended land use designation and zoning will unnecessarily and overly restrict permitted uses. We ask that our lands be treated as adjacent lands and be designated and zoned accordingly. We believe this would be in keeping with the objectives of the Part II report recommendations for the Bathurst-St. Clair planning area.

One other item which is of concern to us and which was outlined in our letter of June 9/82, is the height restriction of 14 m which would apply to our Bridgman Transformer Station site. This would result in some of our existing facilities becoming non-conforming uses as they presently exceed this height limit. This matter was discussed with planning staff at our meeting of June 11/82 although, it is not addressed in the planning

staff report of June 16/82. It is our understanding based on discussions with planning staff that they will be recommending to the Land Use Committee that our facilities, which are subject to the height restriction, be exempted. This would resolve our concern.

We trust the foregoing clearly outlines our problem with the proposed land use designation and zoning.

We would be pleased to meet with members or staff to discuss this matter further should it be necessary.

For additional information, please contact Mr. J.L. Ferguson at 592-3996.

Yours truly,

INFORMATION COPY
ORIGINAL SIGNED BY
L.E. MILTON

L.E. Milton
Manager
Land Use & Environmental
Planning Department

TORONTO REDEVELOPMENT ADVISORY COUNCIL

Executive Officer
John W. P. Bryan
Telephone: 364-5111

Suite 1709-8 King Street East
Toronto, Ontario
M5C 1B5

June 21, 1982

Mr. Michael Sutton, P.Eng.,
Chairman, City of Toronto
Planning Board
City Hall
Toronto

Re: Bathurst-St.Clair

Dear Mr. Sutton:

The Toronto Redevelopment Advisory Council (RAC) has, as you know, been offering advice on planning matters for many years, on proposals which appear to have an impact on the business community. Normally we do not comment on proposals relating to communities outside the Central Area but we should like to offer a brief suggestion on the Bathurst-St Clair Part II Official Plan.

We believe that the low density mixed commercial-residential area 'A' should be classified a medium density mixed commercial residential area and in effect extend the medium density area already recommended. This would take advantage of the opportunity to provide a higher density residence area within easy walking distance of the St.Clair West Station on the Spadina line and help increase the ridership of the under-utilized portion of the Spadina line. At the same time the planning staff might wish, in the proposed zoning by-law, to modify the units per hectare system. The modification should allow some incentive for the provision of smaller units so that those of more modest means could acquire housing other than the lavish luxury condominiums which have proven so popular with developers since the units per hectare system was established in Toronto in 1976.

We hope that you and your officials will consider the above submission in coming to a decision on the Bathurst-St.Clair Part II Official Plan proposal.

Sincerely,

J.C. Thackray
Chairman.

BOROUGH OF YORK

June 11, 1982

Mr. Carl Rodrigo
Clerk
Borough of York

Dear Sir:

Re: BATHURST-ST. CLAIR FINAL RECOMMENDATIONS REPORT.
CITY OF TORONTO PLANNING & DEVELOPMENT DEPARTMENT

On June 10, 1982, the Planning Board considered a report containing my recommendation as follows:

> That the Borough of York objects to the following City of Toronto Official Plan Part II Proposals for Bathurst-St. Clair as recommended in the Final Recommendations Report:
>
> (a) Recommendation 2.6
>
> (b) Recommendations 3.6. as it applies to the Holy Rosary Separate School Site.

The Planning Board recommended:

That the recommendation of the Commissioner of Planning be adopted.

The report embodying the Planning Board recommendation is attached.

By virtue of a copy of this letter, I have advised the parties noted below that this matter will be considered by the Legislation and Parks Committee on June 16, 1982, and subsequently will be considered by the Board of Control and Council. If the parties wish to arrange a deputation at the above legislation and Parks Committee meeting, they should contact Mrs. Jean McClaskey directly at 653-2700, Ext. 246.

(Signed): M. G. Christie
Commissioner of Planning

Land Use Committee July 22, 1982

June 10, 1982

REPORT EMBODYING THE JUNE 10/82
RECOMMENDATION OF THE PLANNING BOARD

TO: Planning Board
FROM: Commissioner of Planning
SUBJECT: Bathurst-St. Clair Final Recommendations Report
City of Toronto Planning and Development Department
ORIGIN: Commissioner of Planning

COMMENT:

1. Introduction

The Commissioner of Planning of the City of Toronto Planning and Development Department has forwarded a copy of the Bathurst-St. Clair Final Recommendations Report and public meeting notice. The City of Toronto Planning Board will consider the report and recommendations, as well as deputations at its Planning Board meeting on June 21. The Commissioner of Planning of the City of Toronto has requested the Borough of York's comments on the report by June 21, 1982.

2. Background

The Final Recommendations report for the Bathurst-St. Clair Study Area details the recommendations for a Part II Official Plan for the Study Area.

The Bathurst-St. Clair Planning Area lies within the City of Toronto and is bounded on the north by the City of Toronto/Borough of York boundary north of St. Clair Avenue West, on the east by Spadina and Davenport Roads, on the south by the C.P.R. tracks and on the west by Christie Street. (See Map 1).

The Bathurst-St. Clair Study was initiated as a result of a series of local concerns such as the possible pressure for redevelopment arising from the construction of the Spadina Subway line, business district revitalization concerns, the protection of the Nordheimer Ravine, etc. After the establishment of a Task Force and several background studies a "Proposals" report was compiled and distributed in October 1978. Subsequently, public meetings were held on the Proposals report. Further work and review was undertaken as a result of the concerns and views raised at these meetings.

The final recommendations report for the Bathurst-St. Clair Area is the culmination of that process.

3. Bathurst-St. Clair Study Area in Relationship to the Borough of York

The study area abuts the southeast corner of the Borough of York from Humewood Drive to Spadina Road in Planning District 5. The Borough of York's planning policies for this area are stated in District 5 of the Official Plan.

Since the Borough of York shares a common boundary with the City of Toronto and the Bathurst-St. Clair Study Area, the proposed final recommendations will affect future development in the Borough of York. This concern is of importance when considering that any future redevelopment of lands that straddle both municipal jurisdictions will be subject to the Borough of York's Official Plan and Zoning as well as the City of Toronto's Official Plan and Zoning for the area.

MAP 1: "Study Area in Context"

Map 2: Part of District Plan 5, Borough of York Official Plan

MAP 3: "Proposed Official Plan Part II, 1982"

APPENDIX 1: Borough of York Planning Board Report on the City of Toronto Planning Board Official Plan Proposals, Bathurst-St. Clair, October 1978

Accordingly, the Borough's position in commenting on the proposed policies of the final recommendations report is one which weighs the relative compatability of the proposed designation and policies applying to lands in the City immediately abutting the Borough boundary with the policies and designations existing in the Borough of York Official Plan. In weighing the compatability, regard is given to the initial recommendations suggested in the Proposals report of 1978 that were of concern to the Borough and how these recommendations have been modified in the Final Recommendations report, in light of the Borough's comments at that time.

4. Comments on the City of Toronto Official Plan Part II Proposals Contained in the Final Recommendations for Bathurst-St. Clair Report

In October, 1978, when the Proposals report for the Bathurst-St. Clair Area was circulated for comment, the

Borough responded commenting on the various policies and designations that it objected to. Appendix 1 is the report which detailed the Borough's comments and objections. The recommendations of this report were adopted in principle by Council on January 15, 1979. The Borough's main concern at that time was the fact that the proposed density and height limits for areas in the City of Toronto which were in proximity to the Borough were too restrictive.

In this section the final proposed policies and designations that are of relevance to the Borough are addressed.

(A) TRANSPORTATION
CITY'S RECOMMENDATION 2.6

2.6 In order to create a system of traffic, transit, and pedestrian movement consistent with the goals of maintaining a safe and pleasant residential environment and improving the viability of the commercial areas in Bathurst-St. Clair, it is the policy of Council to:

(a) In accordance with Part I of the Official Plan, oppose the widening of arterial roads which would have the effect of increasing the capacity of these roads for private automobile use within or adjacent to Bathurst-St. Clair.

Borough of York Comments:

In commenting on this policy the Borough's position is based on its desire to reduce traffic congestion on arterial roads such as Bathurst Street which has been affected by traffic movement associated with the termination of the W. R. Allen Road at Eglinton Avenue West.

The City's policy does not acknowledge the fact that the arterial road network crosses municipal boundaries and in many cases, as with the Borough and the City of Toronto, arterial roads are shared between abutting municipalities. Such a policy could be viewed as protective of the City's interests and could be used to reject arterial road improvements or expansions deemed appropriate by Metropolitan Toronto and the Borough of York. It is therefore the Borough's position that this policy should be opposed until such time it is amended to have regard to the overall arterial road system.

(B) HIGH DENSITY RESIDENCE AREA (HOLY ROSARY SEPARATE SCHOOL SITE). CITY'S RECOMMENDATION 3.6

3.6 The High Density Residence Area shall be regarded as an area suitable for households primarily without young children

Borough of York Comments:

The Borough still remains opposed to this policy as it applies to the Holy Rosary Separate School site. In the Borough of York the lands of the Separate School site are designated "SCHOOL" recognizing the existence of the Holy Rosary Separate School. (See Map No. 2). The School Property extends south to St. Clair Avenue and therefore there should be a similar designation in the Bathurst-St. Clair Official Plan Part II Final Recommendations Report for the site. (See Map No. 3).

(C) HIGH DENSITY RESIDENCE AREA
CITY'S RECOMMENDATION 3.7

3.7 In the High Density Residence Area residential buildings will be permitted having a gross floor area up to 2.0 times the area of the lot, encouraging the following guidelines to be respected:

(a) any such building is compatible in built form with the scale of buildings on St. Clair Avenue east of Spadina Road;

(b) the development does not have an undue adverse effect on adjacent properties;

(c) problems of access and parking have been adequately dealt with;

(d) that the new buildings will enhance St. Clair Avenue West and provide a satisfactory living environment.

Borough of York Comments:

In the proposals report commented on in 1978, two High Density Residential Areas 'A' and 'B' were designated in the area east of the St. Clair Avenue West subway station. (See Map 2 of Appendix 1). At that time the Borough objected to the policies for these designations in that the proposed densitites were lower than those stipulated in the Borough's Official Plan for the abutting area. The Borough of York

Official Plan designates the adjoining area to the north for High Density Residential use - D3, which would allow development to occur at a maximum of 150 units per acre and at a maximum floor space index (F.S.I.) of 2.75. (See Map 2).

The Final Recommendations Report has redesignated the original 'A' and 'B' High Density Residence Areas into one area designation permitting up to 2.0 times coverage with certain guidelines to be encouraged in respect of future development proposals. (See Map 3).

The Borough views the proposed designation and policies for the area as much more compatible than those which were recommended initially.

(D) MEDIUM DENSITY MIXED COMMERCIAL-RESIDENTIAL AREA
CITY'S RECOMMENDATION 5.18 and 5.19 and 5.20

5.18 In the Medium Density Mixed Commercial-Residential Area, Council may pass by-laws to permit:

(i) buildings containing only residential uses up to a maximum residential density of 200 units per hectare; or

(ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 2.0 times the area of the lot; or

(iii) buildings containing a mix of residential uses and commercial uses and/or institutional uses at densities determined by the following mixing formula:

$$\frac{\text{Non-residential density}}{100} + \frac{\text{Residential Density}}{} = 2.5$$

provided that the residential density does not exceed 200 units per hectare and the non-residential density does not exceed 2.0 times the area of lot.

5.19 Notwithstanding the provisions in Section 5.18, but subject to Section 5.17, Council may, on application therefor by the owner of the lot, pass by-laws to permit:

(i) buildings containing only residential uses up to a maximum residential density of 300 units per hectare; or

(ii) a scheme containing a mix of residential uses and commercial and/or institutional uses up to the densities determined by the following mixing formula:

$$\frac{\text{Non-Residential density}}{100} + \text{Residential Density} = 3.5$$

provided that the non-residential density does not exceed 2.0 times the area of the lot and the residential density does not exceed 300 units per hectare.

5.20 Prior to passing by-laws as referred to in Section 5.19, Council shall be satisfied that:

(a) the scheme is a comprehensive development of the lands south of St. Michael's College and west of the Holy Rosary Church;

(b) the scheme is a mixed-use development in which the predominant component is used for residential purposes;

(c) the form, height and scale of buildings will enhance the attractiveness of St. Clair Avenue West, and will not have a negative impact on other adjacent areas;

(d) direct, grade-related pedestrian links are provided from Bathurst Street to the subway station;

(e) pedestrian activity is encouraged along St. Clair Avenue West and from the development to the Nordheimer Ravine; and

(f) the retail component is designed in form and density to complement the existing retail strips in the vicinity.

Borough of York Comments:

In the former Proposals Report, the area from Bathurst Street to the St. Clair Avenue West subway station in the City of Toronto was designated Low Density Mixed Commercial-

Residential Area 'A' generally permitting a maximum commercial F.S.I. of 2.0 or a maximum residential density of 200 units per hectare (80 units per acre) or a combination thereof as determined by a mixing formula permitting up to 2.5 times coverage of the lands. (See Map 2 of Appendix 1).

At the time the Borough commented that the designation and policies for this area were not compatible with the existing Official Plan policies for adjacent areas in the Borough of York. In the Borough the area north of St. Clair and east of Bathurst is designated in the Official Plan as Mixed Use Commercial and Residential - L2. This designation permits a development with a maximum floor space index of 5.0. The residential portion of a mixed commercial-residential development would be permitted to have a maximum of 150 units per acre or a maximum floor space index of 2.75. (See Map 2).

In recognition of the fact that there existed a substantial discrepancy between the proposed designation at that time and the Borough's higher density designation; that these lands were situated in close proximity to a subway station and located on two arterial roads; and that the lands were well served by public open space and institutional uses, the designation and policies were changed to Medium Density Mixed Commercial-Residential Area, to increase development density on the lands (See Map 3). By way of rezoning the full density that would be permitted would be 2.0 times coverage of the site for non-residential buildings or up to 300 units per hectare (120 units per acre) for residential uses. A combination of residential and non-residential uses would be permitted with certain provisions such that the floor space index of the lands would not exceed 3.5.

Furthermore, design policies have been recommended to guide any potential redevelopment on the lands designated as Medium Density Mixed Commercial-Residential. The policies are referred as guidelines for Council's adoption and serve the purpose of insuring an acceptable design while allowing flexibility to accommodate a design that is sensitive to the site and surrounding area.

The design guidelines proposed are generally consistent with the discussions that Borough staff has held in regard to the design guidelines for the redevelopment of the Loblaws Site on the north side of St. Clair Avenue from Bathurst Street to the St. Clair Avenue West subway station.

The increased density provisions, reflected in the Medium Density Mixed Commercial-Residential Area designation and

policies is viewed as a more compatible designation than previously proposed.

CONCLUSIONS:

The propsoed City of Toronto Official Plan policies and designations recommended in the Final Recommendations Report for the Bathurst-St. Clair Area have changed since the original "Proposals" report distributed in October 1978. The modifications in the recommendations address the objections of incompatible density designations and policies that were raised by the Borough of York at that time for those areas abutting the Borough which are in close proximity to the Bathurst Street-St. Clair Avenue West intersection. While the recommendations in the Final Recommendations Report generally permit densities and designations which are more compatible with the abutting Borough of York Official Plan Policies for the area, the Borough still objects to the Transportation Policy and the designation of the Holy Rosary Separate School Site as a High Density Residence Area.

RECOMMENDATIONS:

1. That the Borough of York objects to the following City of Toronto Official Plan Part II Proposals for Bathurst-St. Clair as recommended in the Final Recommendations Report:

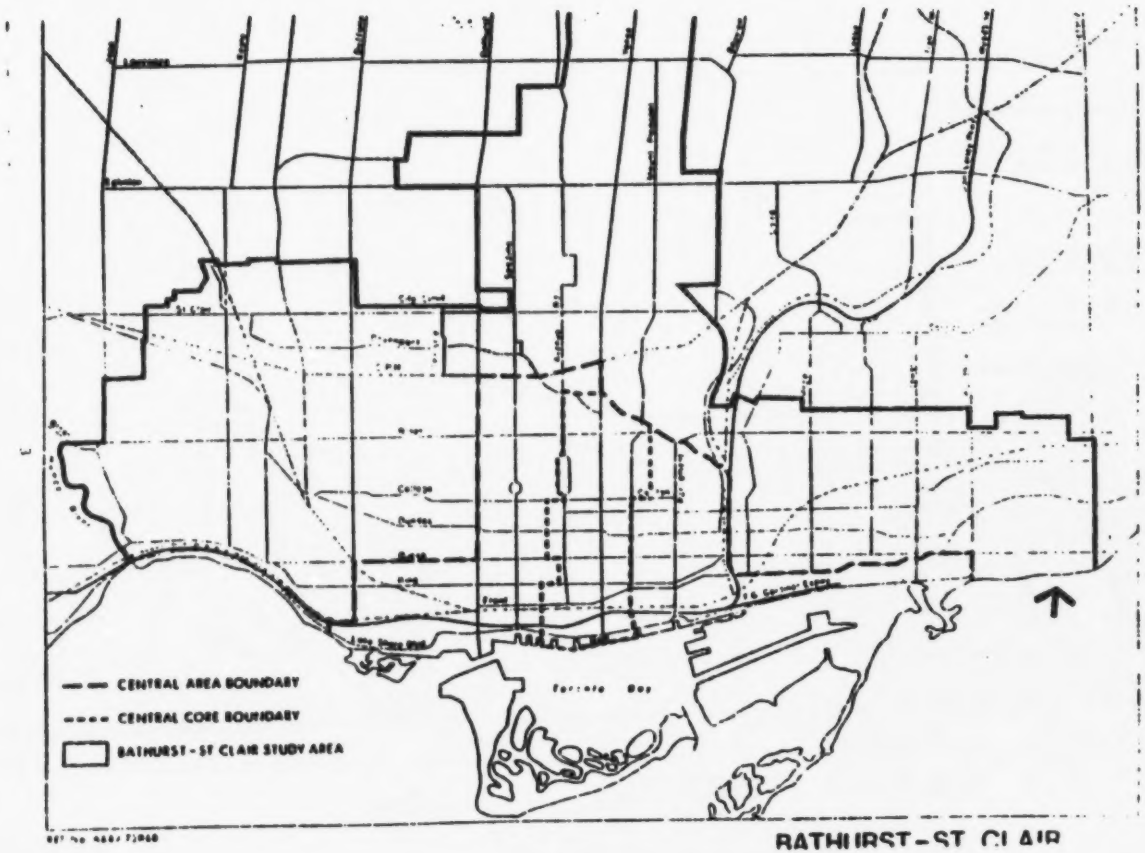
   (a) Recommendation 2.6

   (b) Recommendation 3.6 as it applies to the Holy Rosary Separate School Site.

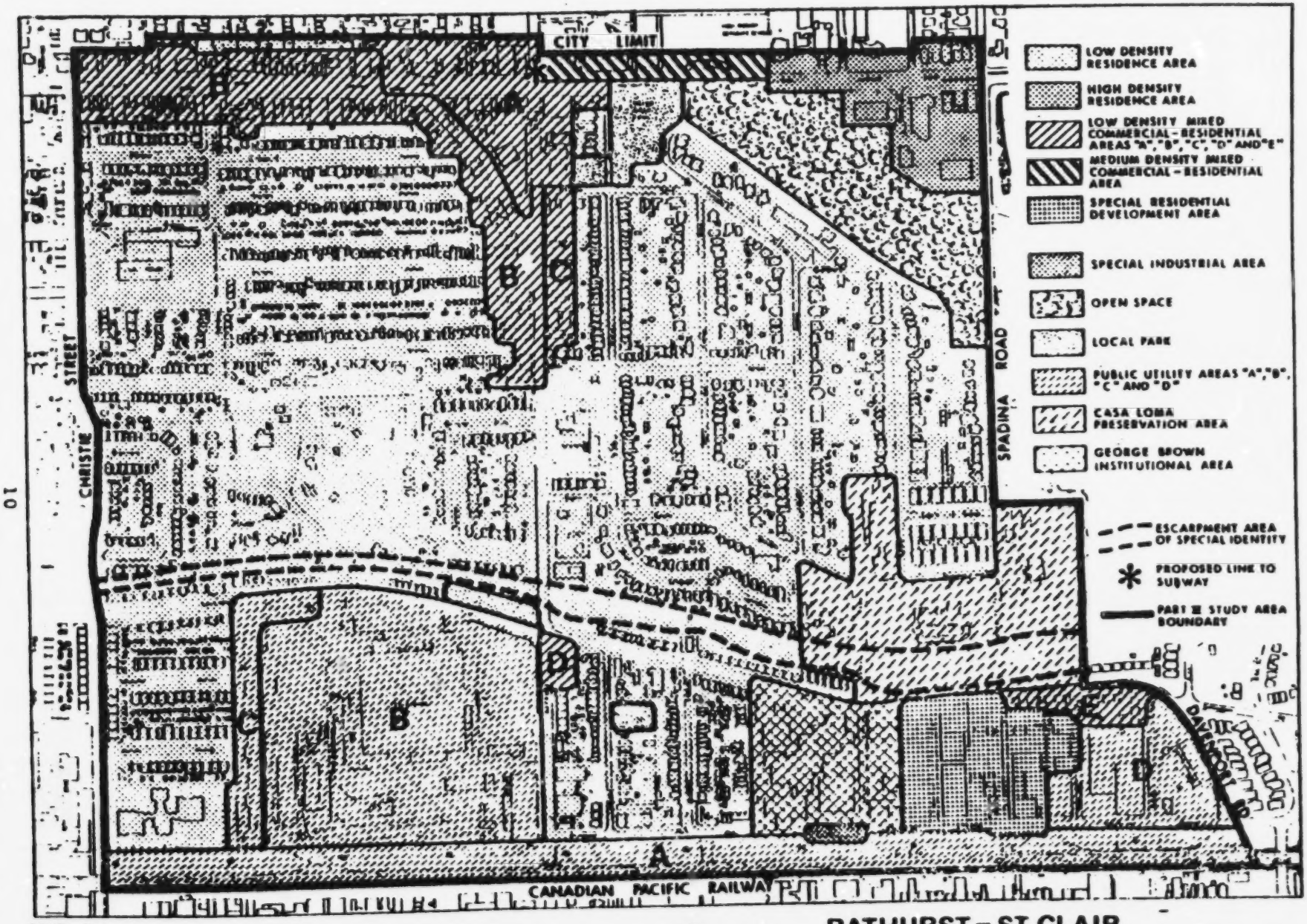
(Signed): M. G. Christie
Commissioner of Planning

RECOMMENDATION OF THE PLANNING BOARD - JUNE 10, 1982.

That the recommendation of the Commissioner of Planning be adopted.



BATHURST-ST CLAIR



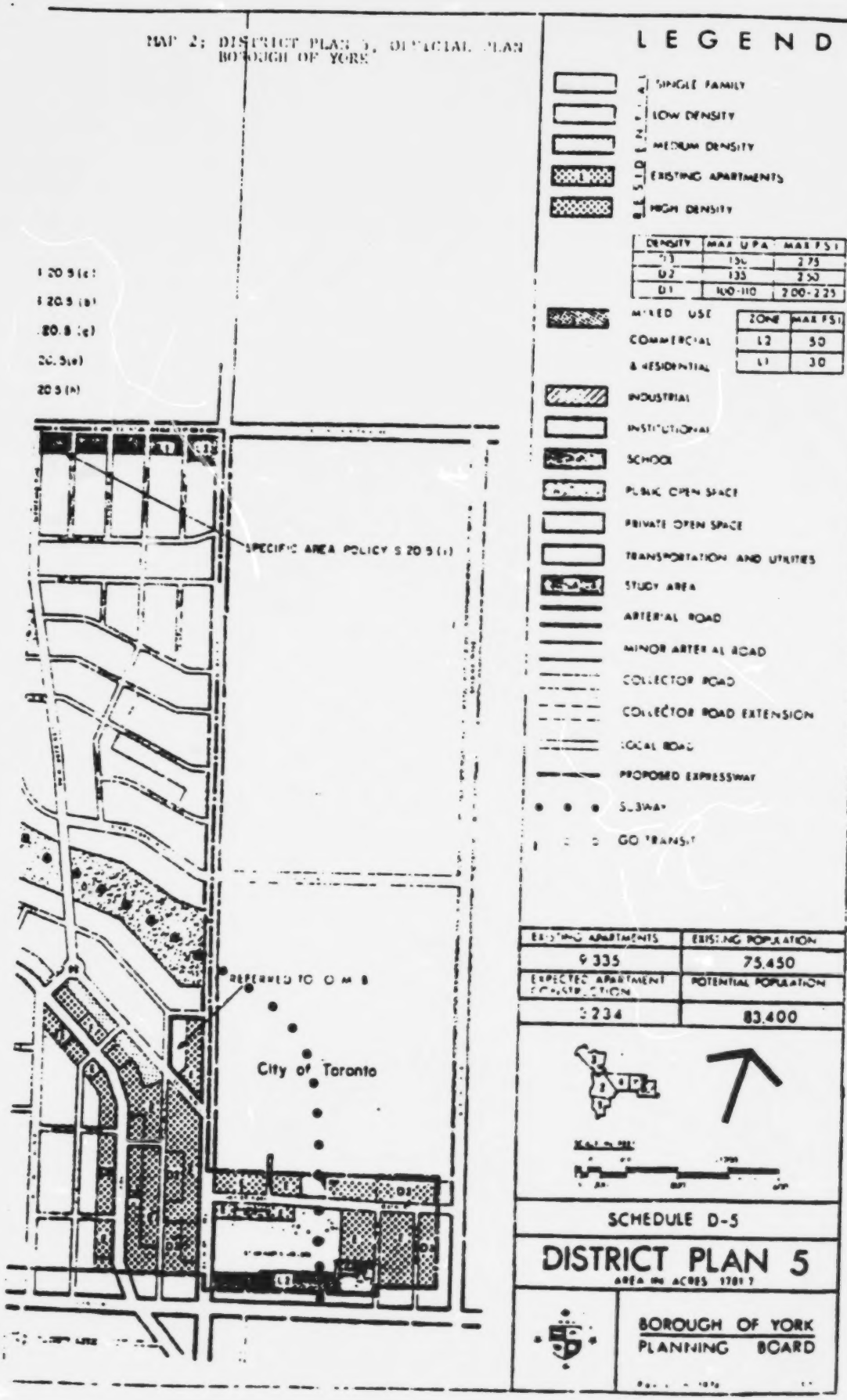
MAP 3:

PROPOSED OFFICIAL PLAN PART II, 1982

BATHURST - ST. CLAIR
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY

MARCH, 1982

MAP 2: DISTRICT PLAN 5, OFFICIAL PLAN
BOROUGH OF YORK



SCHEDULE D-5

DISTRICT PLAN 5

AREA IN ACRES 1781.7

BOROUGH OF YORK
PLANNING BOARD

APPENDIX 1

BOROUGH OF YORK PLANNING BOARD

REPORT FOR CONSIDERATION OF PLANNING BOARD ON DECEMBER 21, 1978

FILE: 11/24/1

SUBJECT: OFFICIAL PLAN PROPOSALS, BATHURST-ST. CLAIR, CITY OF TORONTO PLANNNG BOARD, OCTOBER 1978

ORIGIN: Commissioner of Planning

COMMENT:

1. Background

The report "Official Plan Proposals, Bathurst-St. Clair" considers a number of issues which have been identified during the course of the City of Toronto Planning Study for this area. These issues have been widely discussed by the Bathurst-St. Clair Task Force and its working subcommittees, and many of the recommendations for amendments to the Official Plan and Zoning By-law contained in the Proposals Report devolve these discussions.

The Bathurst-St. Clair Part II Study was initiated in 1973 because of general concern that the impending installation of a subway station near the intersection of Bathurst Street and St. Clair Avenue, together with the land use policies for the area in the immediate vicinity, might result in changes which would be undesirable for the local community.

2. Bathurst-St. Clair Study Area in Relationship to the Borough of York

The Bathurst-St. Clair Area lies within the City of Toronto and directly adjoins the southeast area of the Borough of York, the policies for which are stated in Planning District 5 of the Borough of York's Official Plan.

Since the Borough of York shares this common boundary (see Map 1) with the City of Toronto, these current Official Plan proposals directly affect future developments in York. Also is should be noted that the municipal boundary between York and the City lies parallel to and just north of St. Clair

Avenue. Therefore any future development on the north side of St. Clair Avenue West, either east or west of Bathurst Street, will be controlled by not only the Borough of York's Official Plan and Zoning By-law, but also by the City of Toronto's Official Plan and Zoning By-law.

MAP 1 "Study Area in Context"
MAP 2 "Proposed Official Plan Part II"
MAP 3 "Proposed Zoning"
MAP 4 "Proposed Height Limits"
MAP 5 "Borough of York Official Plan North of Bathurst-St. Clair Area"
MAP 6 "Public Transit"

3. Comparison of The City of Toronto Official Plan Part II Recommendations for Bathurst-St. Clair to the Borough of York's Official Plan

In this section of the report, the City of Toronto's recommendations which are of relevance to the Borough of York will be stated and followed by York's comments.

(A) General - Transportation
City's Recommendation 2.7(a)

In order to create a system of traffic, transit, and pedestrian movement consistent with the goals of maintaining a safe and pleasant residential environment and improving the viability of the commercial areas in Bathurst-St. Clair, it is the policy of Council to:

(a) in accordance with Part I of the Official Plan, oppose the widening of arterial roads which would have the effect of increasing the capacity of these roads for private automobile use within or adjacent to Bathurst-St. Clair.

York's Comments

The subject of the Bathurst Street widening was considered by the Borough of York Planning Board on June 2, 1977, at which time they directed that the matter be considered by Council. Subsequently, on July 4, 1977, the following motion was carried unanimously by Council.

Whereas the Soberman Report on the Metropolitan Transportation Plan Review indicated that with the extension of Spadina and 400, certain road widenings would be necessary in order to facilitate

vehicular movement in the northwest sector of Metropolitan Toronto;

And Whereas the Borough of York is concerned about the infiltration of traffic through residential areas and is attempting to take measures to restrict vehicles to major arterial roads;

And Whereas the Soberman Report indicated that Bathurst Street should be widened to 54 feet between Eglinton and St.Clair Avenues;

Therefore Be It Resolved That the Metropolitan Transportation Committee be requested to consider widening that portion of Bathurst Street, between Eglinton and St.Clair Avenues, to 54 feet.

Therefore the Borough of York opposes Recommendation 2.7(a) of the Official Plan Part II, Bathurst-St.Clair for the above stated reasons.

(B) High Density Residence Areas
City's Recommendation 3.7:

High Density Residence Area A shall be regarded as suitable for residential use primarily for households without school age children and for senior citizens. High Density Residence Area B shall be regarded as an area containing residential non-retail commercial, and institutional uses within existing house form buildings.

York's Comments:

The Borough is opposed to the first sentence of Recommendation 3.7 for the area on the north side of St.Clair Avenue, west of Tweedsmuir Avenue, as the adjoining area in the Borough of York is designated "School" in the Official Plan. On this site exists the Holy Rosary Separate School. Therefore the portion of this site in the City should be similarly designated in the Bathurst-St.Clair Official Plan Part II.

The Borough is opposed to the second sentence of Recommendation 3.7 as the words "within existing house form buildings" tends to exclude the future possibility of land use change through redevelopment. The properties in the Borough which lie directly to the north of High Density Area B are designated High Density Residential D3 in the Official Plan and therefore could

be developed up to a maximum density of 150 u.p.a. or a maximum f.s.i. of 2.75.

Therefore the Borugh is in opposition to Recommendation 3.7.

(C) High Density Residence Areas
City's Recommendation 3.8

In High Density Residence Area A, Council may pass by-laws to permit residential buildings having a gross floor area up to 2.0 times the area of the lot.

York's Comments:

Within the Borough of York the area adjacent to the proposed High Density Residence Area A has been developed for high density residential use. The existing Park Towers have used the City property on the north side of St.Clair Avenue between Walmer Road and Tweedsmuir Avenue, as landscaped open space in conjunction with Park Towers. This landscaped open space could not be used otherwise and therefore the Borough objects to Recommendation 3.8.

Also, the comments pertaining to High Density Residence Area A, in Section B above, are equally valid for Recommendation 3.8.

(D) High Density Residence Areas
City's Recommendation 3.9

In High Density Residence Area B, Council may pass by-laws to permit buildings containing residential, non-retail commercial or institutional uses, or any combination thereof, having a total gross floor area up to 1.0 times the area of the lot.

York's Comments:

The Borough of York Official Plan designates the adjoining area to the north for High Density Residential Use D3, which would allow development to occur at a maximum of 150 u.p.a. and a maximum f.s.i. of 2.75. Therefore, the Borough objects to Recommendation 3.9.

(E) Low Density Mixed Commercial-Residential Areas
City's Recommendation 5.2

In Low Density Mixed Commercial-Residential Area A, Council may pass by-laws to permit:

i) buildings containing only residential uses up to a maximum residential density of 80 units per acre; or

ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 2.0; or

iii) buildings containing a mix of residential uses and commercial and/or institutional uses up to the residential and non-residential densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{40} = 2.5$$

provided that the non-residential density does not exceed 2.0 and the residential density does not exceed 80 units per acre.

York's Comments:

The Borough is opposed to Recommendation 5.2 as it is not compatible with the existing Borough of York Official Plan policies for the area in York which directly abuts the City's proposed Low Density Mixed Commercial-Residential Area A.

In York, the area north of St.Clair Avenue and east of Bathurst Street, is designated in the Official Plan as Mixed Use Commercial and Residential L2. This designation would allow a development with a maximum f.s.i. of 5.0. The apartment portion of a mixed commercial-residential building in an L2 density zone is permitted to a maximum of 150 u.p.a. and a maximum f.s.i. of 2.75.

Also in York, the area north of St.Clair Avenue and west of Bathurst Street is designated High Density Residential D2 in the Official Plan. This designation allows a maximum of 135 u.p.a. and a maximum of f.s.i. of 2.5.

(F) Low Density Mixed Commercial-Residential areas
City's Recommendation 5.7

Notwithstanding the provisions of Sections 5.2 and 5.4, Council may, subject to section 3A.5 of Part 1 of the Official Plan, pass by-laws in Low Density Mixed Commercial-Residential Areas A and B to permit buildings containing special housing, alone or in combination with other uses, up to the special residential densities as specified below:

i) in exclusively residential buildings up to a special residential density of 200 dwelling units per acre in Area A and 160 dwelling units per acre in Area B; or

ii) in buildings containing a mix of special housing and commercial and/or institutional uses, up to the special residential densities as determined by the following mixing formulae:

a) in Area A:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{80} = 2.5$$

provided that the non-residential density does not exceed 2.0 and the special residential density does not exceed 200 units per acre;

in Area B:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{80} = 2.0$$

provided that the non-residential density does not exceed 1.0 and the special residential density does not exceed 160 units per acre.

York's Comments:

The Borough opposes Recommendation 5.7(i) and 5.7(ii)(a) which pertain to Low Density Mixed Commercial-Residential Area A, for the same reasons as stated above in Section E.

4. Borough of York Official Plan, North of Bathurst-St.Clair Area (Source: Bathurst-St.Clair Official Plan Part II Study, Map 9, page 36)

This map is misrepresentative of the Borough of York Official Plan (see Map 5). The area on the north side

of Heath Street West lying west of the northerly extension of Tweedsmuir Avenue is designated High Density Residential and not School as indicated on the attached Map 5. Also the route of the Spadina Subway has been omitted. It is therefore requested that the Borough of York Official Plan Map, which is included in the Bathurst-St.Clair Official Plan Part II Study, be corrected.

5. Proposed Height Limits - Bathurst-St.Clair (Source: Map C, page 138).

The proposed height limit of 38 feet in High Density Residence Area B (see Map 4) is related to the unrealistically low density (F.S.I. 1.0) under the City's Recommendation 3.9 which the Borough objects to above in Section D. Therefore the Borough objects to this height limit.

6. CONCLUSIONS:

It is evident from the above discussion that the Bathurst-St.Clair Official Plan Part II Study Recommendations for those areas abutting the Borough of York, which are in close proximity to the Bathurst Street-St.Clair Avenue West intersection, are generally incompatible with the existing Official Plan for the Borough of York. The City's Bathurst-St.Clair Official Plan Part II Proposals allow developments to occur at much lower maximum densities than the Borough of York Official Plan designations allow.

There are excellent public transit facilities serving the Bathurst-St.Clair area (see Map 6). The area is served by streetcar, bus, and an under-utilized Spadina Subway. This is one of the primary reasons why the Borough of York Official Plan designates this area of the Borough as "High Density Residential" and "Mixed Use Commercial and Residential" and therefore the Borough is in opposition to the Bathurst-St.Clair Official Plan Proposals for High Density Residence Areas A and B and Low Density Mixed Commercial Area A.

RECOMMENDATIONS:

1. That the Borough of York opposes the following Official Plan Proposals for Bathurst-St.Clair:

(a) Recommendation 2.7(a)

(b) Recommendation 3.7

(c) Recommendation 3.8

(d) Recommendation 3.9

(e) Recommendation 5.2

(f) Recommendation 5.7(i) and 5.7(ii)(a)

2. That the Borough of York opposes the proposed maximum height limit of 38' in the proposed High Density Residence Area B.

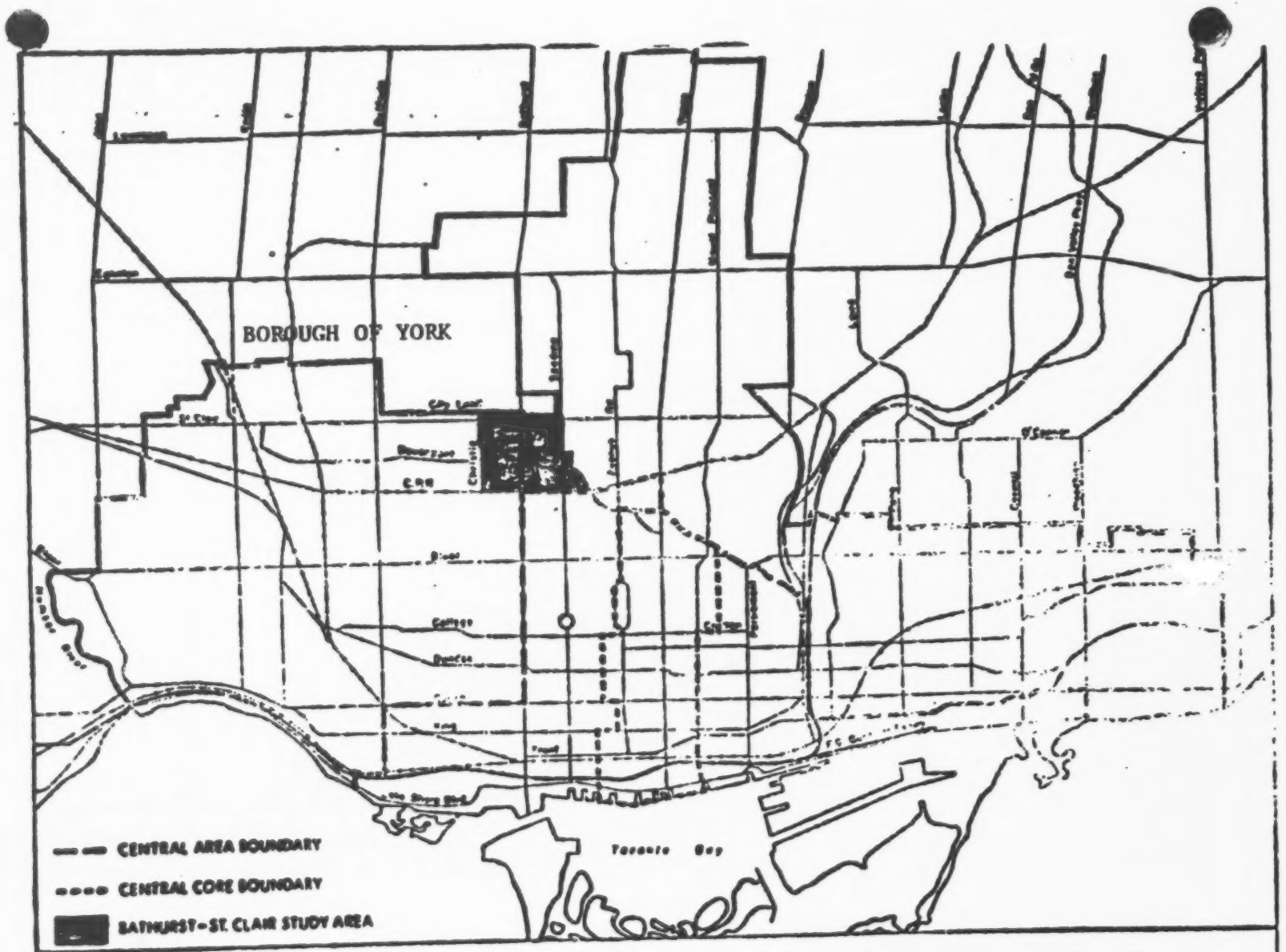
3. That the Borough of York requests the City of Toronto to make the following corrections to Map 9, page 36, entitled Borough of York Official Plan, North of Bathurst-St.Clair Area:

(a) The lands on the north side of Heath Street West lying west of the northerly extension of Tweedsmuir Avenue are designated "High Density Residential".

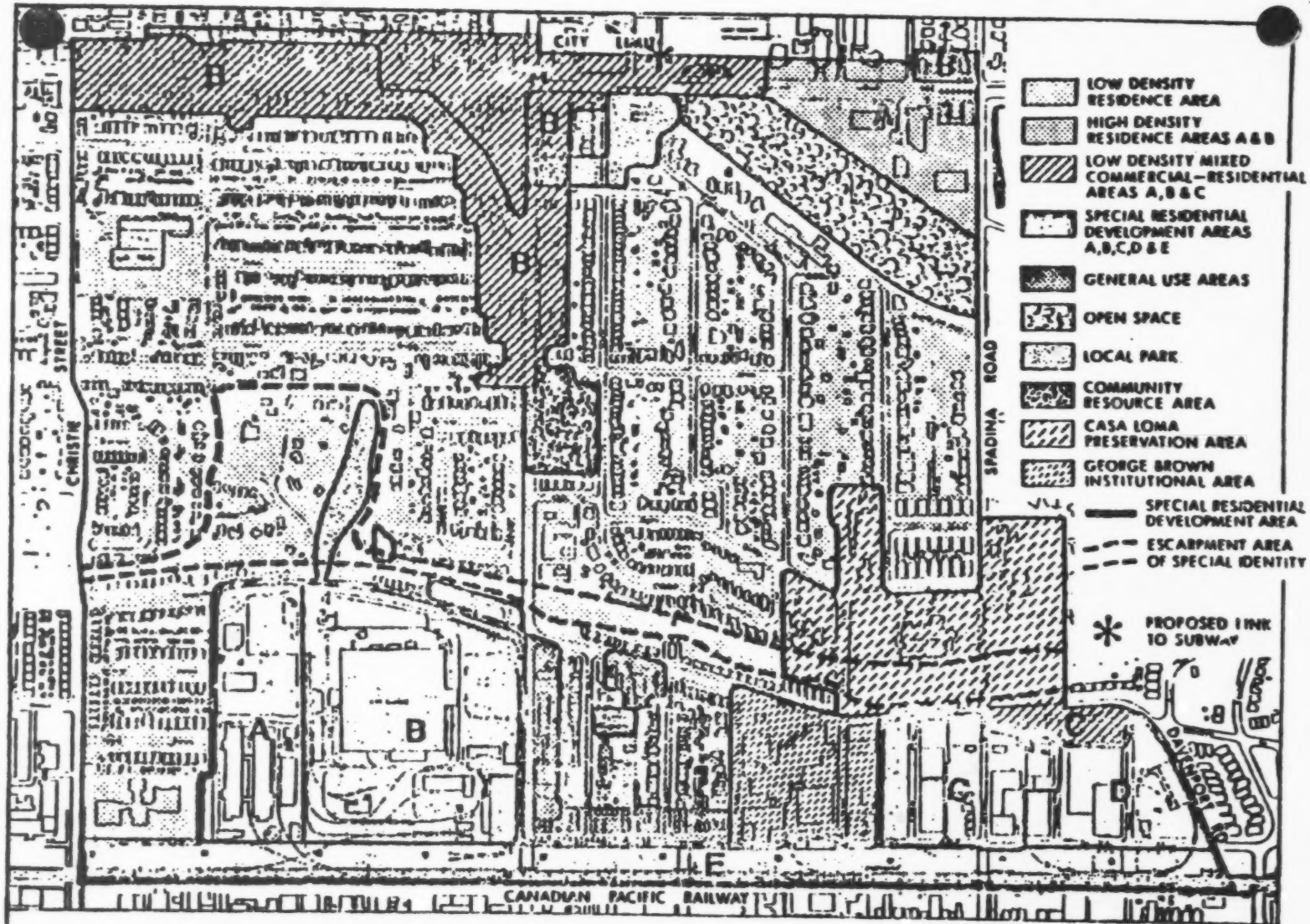
(b) The route of the Spadina Subway is indicated on the Borough of York Official Plan.

Signed: R.L. Windsor
for M.G. Christie
Commissioner of Planning

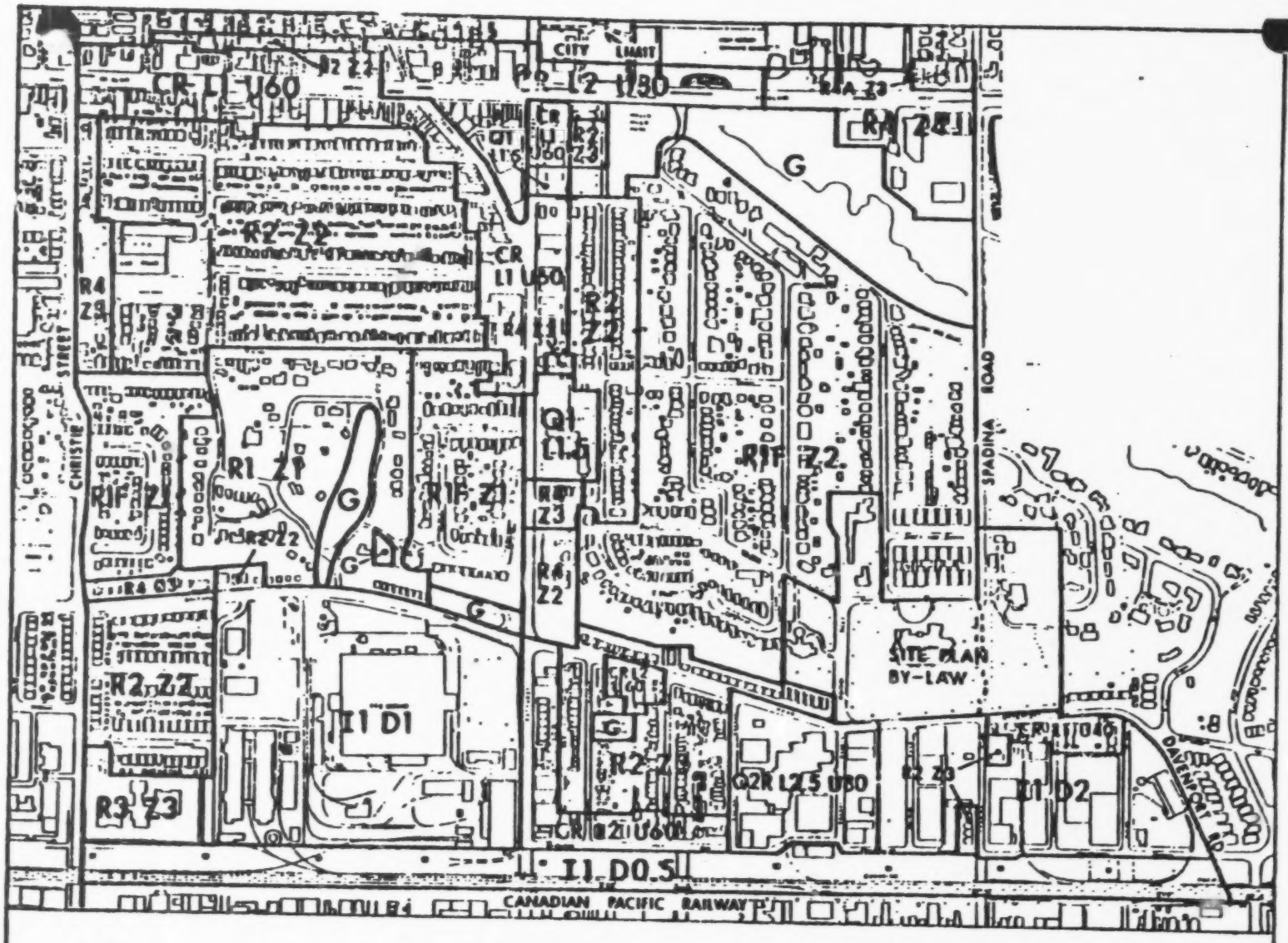
RECOMMENDATION OF THE PLANNING BOARD - December 21, 1978
That the recommendation of the Commissioner of Planning be adopted.



BOROUGH OF YORK PLANNING BOARD, DECEMBER 1978.



BOROUGH OF YORK PLANNING BOARD, DEC., 1978



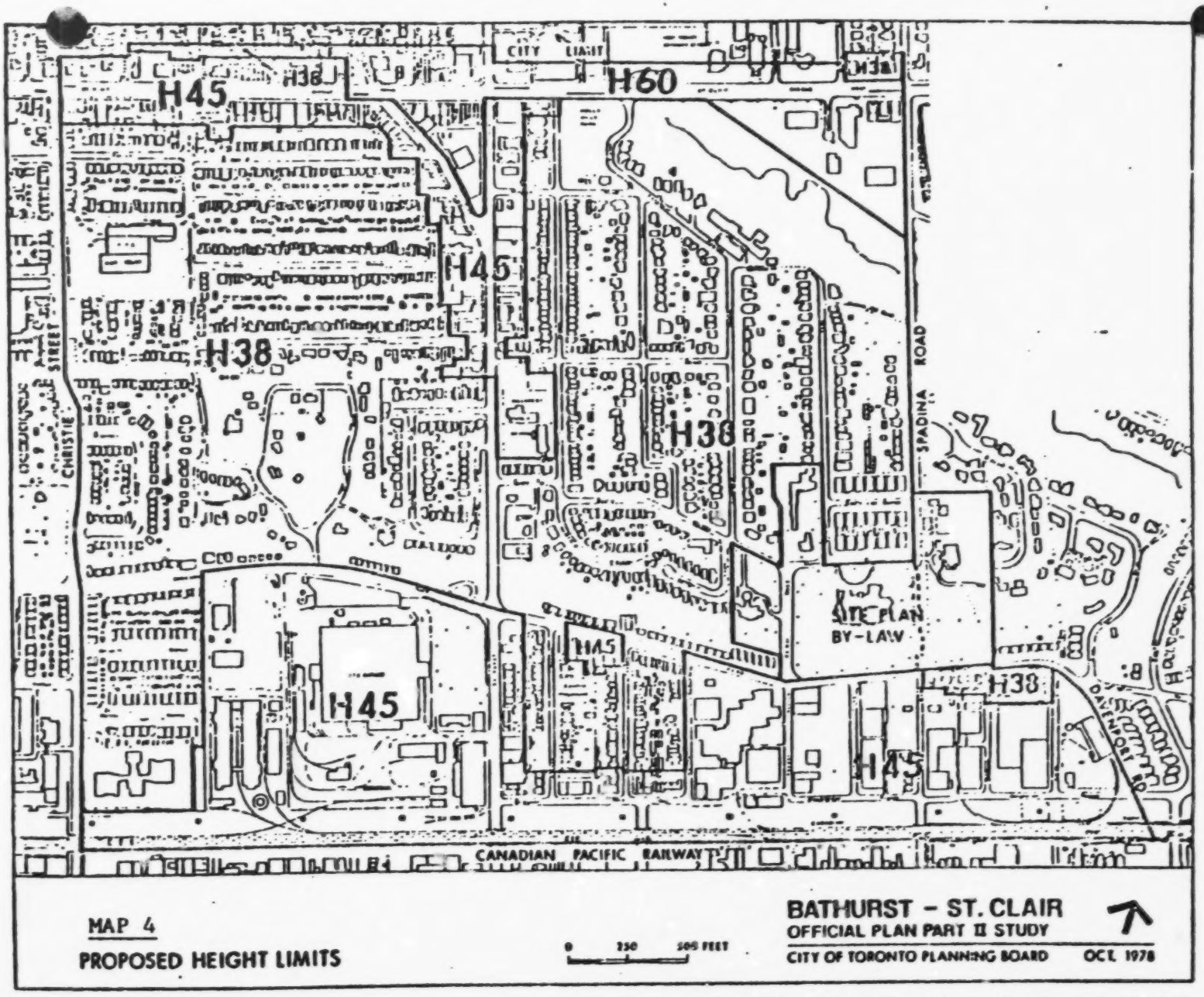
MAP 3

PROPOSED ZONING

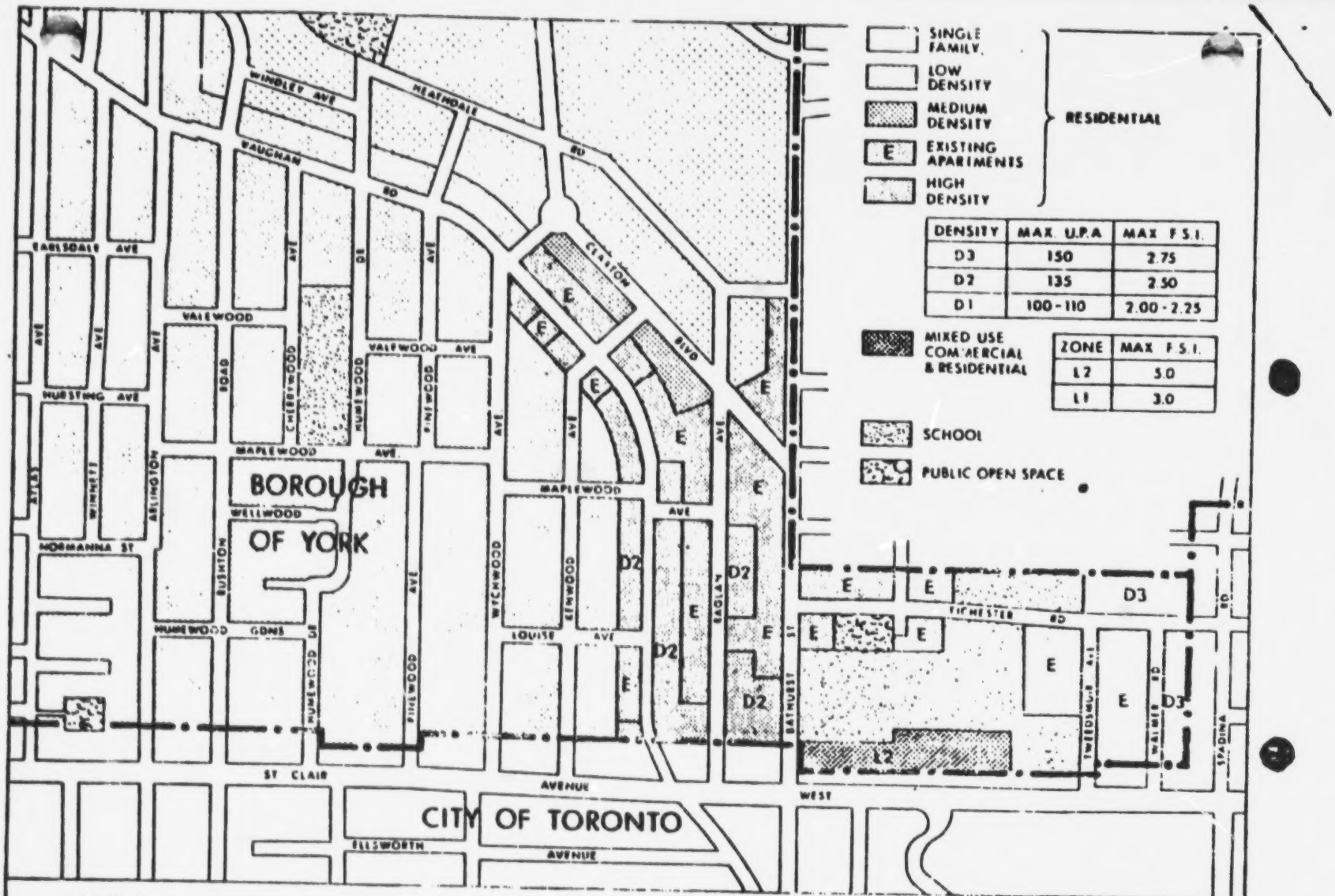
0 250 500 FEET

BATHURST – ST. CLAIR
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING BOARD OCT. 1978

BOROUGH OF YORK PLANNING BOARD, DECEMBER, 1978



BOROUGH OF YORK PLANNING BOARD, DECEMBER, 1978

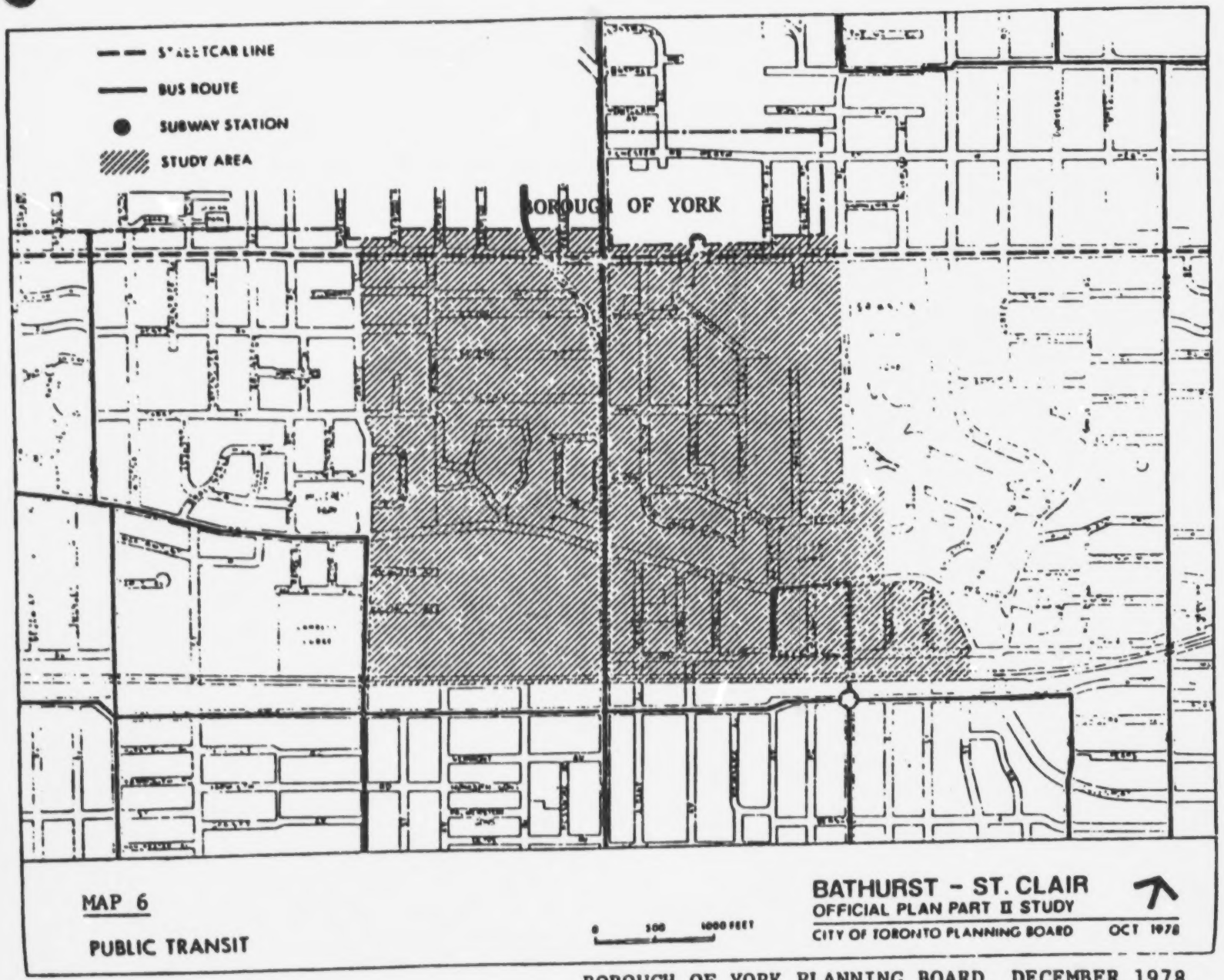


MAP 5

BOROUGH OF YORK OFFICIAL PLAN,
NORTH OF BATHURST-ST. CLAIR AREA

BATHURST - ST. CLAIR
OFFICIAL PLAN PART II STUDY
CITY OF TORONTO PLANNING BOARD OCT. 1978

BOROUGH OF YORK PLANNING BOARD, DECEMBER, 1978.



BOROUGH OF YORK PLANNING BOARD, DECEMBER, 1978.

Land Use Committee

July 22, 1982

THE CORPORATION OF THE BOROUGH OF YORK
2700 Eglinton Avenue West, Toronto, Ontario. M6M 1V1

July 8, 1982

Mr. R.V. Henderson, City Clerk
The City of Toronto
2nd Floor, City Hall
Toronto, Ontario.

Dear Sir:

Re: Bathurst-St.Clair Final Recommendations Report
City of Toronto Planning & Development Department

I attach, for your information and attention, a copy of Clause No. 10 of Report No. 13 of the Legislation and Parks Committee, concerning the above subject matter, which was adopted by the Council of the Borough of York at its meeting held on June 28th, 1982 and which is self-explanatory.

I would appreciate if you would present this matter to the appropriate body for the necessary action.

Yours very truly,

Signed: C. Rodrigo
Borough Clerk

cc: Mr. S.G. McLaughlin, Commissioner of Planning

CLAUSE NO. 10 OF REPORT NO. 13 OF THE LEGISLATION AND PARKS COMMITTEE WHICH WAS ADOPTED BY COUNCIL AT ITS MEETING HELD ON JUNE 28, 1982

10. BATHURST ST.CLAIR FINAL RECOMMENDATIONS REPORT CITY OF TORONTO PLANNING & DEVELOPMENT DEPARTMENT

The Legislation and Parks Committee considered a letter from the Commissioner of Planning (June 11, 1982), viz:

"On June 10, 1982, the Planning Board considered a report containing my recommendation as follows:

That the Borough of York objects to the following City of Toronto Official Plan Part II Proposals for Bathurst-St.Clair as recommended in the Final Recommendations Report:

(a) Recommendation 2.6

(b) Recommendation 3.6 as it applies to the Holy Rosary Separate School Site.

The Planning Board recommended:

"That the recommendation of the Commissioner of Planning be adopted."

THE LEGISLATION AND PARKS COMMITTEE RECOMMENDS TO COUNCIL THAT THE RECOMMENDATION OF THE PLANNING BOARD BE ADOPTED.

(Reference: Clause No. 33, Page No. 604/605/606/607/608/609)

Land Use Committee July 22, 1982

WYCHWOOD PARK TRUSTEES

9 Wychwood Park
Toronto, Ontario.
M6G 2V5

July 16, 1982

Chairman and Members of City
of Toronto Planning Board
City Hall
Toronto, Ontario.
M5H 2N2

Dear Sirs:

Re: Bathurst-St.Clair Official Plan

Michael B. Vaughan has handed me a letter addressed to the Chairman and Members of the City of Toronto Planning Board objecting to the official recommendations of the Bathurst-St.Clair Official Plan, as they relate to his house at 49 Burnside Drive. In his letter he presented reasons why in his opinion he should be allowed to convert his home at 49 Burnside Drive into the status of a converted dwelling house as opposed to a single family home.

There are a number of statements contained in this letter which the Trustees and Ratepayers Association of Wychwood Park, within which area 49 Burnside Drive is included, consider to be incorrect and we wish to confirm that the Trustees and Ratepayers Association would object to the conversion of this house to a duplex or other form of converted dwelling.

In the first place, Mr. Vaughan has given the impression that the location of the house makes it unattractive for private use though it has been occupied for many years and the location overlooking the city and Davenport Road has not been considered an objectionable feature in the past and is one that is enjoyed by a number of houses in Wychwood Park.

We believe that Mr. Vaughan was fully aware of the fact that this house had the status of a single family dwelling at the time he purchased it. We were advised that in his formal offer of purchase there was included a clause which required that the vendor must show that the house had duplex status but despite that and the fact that he had been advised that

it was a single family house and that the Trustees and Ratepayers of Wychwood Park would object to a change in the designation, he proceeded with the offer.

In other words, it is our understanding that Mr. Vaughan purchased the house knowing that it was a single family dwelling, with knowledge of the conditions which existed and to which he now objects, and indicated that if he was not able to have the designation changed, he intended to live in the house as a single family dwelling.

Mr. Vaughan states that the house is unmarketable at a reasonable price for the purposes of a single family dwelling. However, an interested purchaser was in touch with the Trustees and with him at the time when he was finalizing his purchase.

Under the circumstances, the Trustees and Ratepayers Association wish to go on record that they are opposed to any change in the designation of the house.

Yours sincerely,

Signed: Senior Trustee President, Ratepayers Association

cc: Alderman Ying Hope
Alderman Ron Kanter

APPENDIX D

Minutes of the Planning Board Meeting
June 21, 1982

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations, April 1982
Reference: 668/70002

DEPUTATIONS:

Mr. M.J. Rant, Director of Physical Resources, The George Brown College of Applied Arts and Technology, appeared before the Board and spoke on behalf of the College. Mr. Rant referred to one of the recommendations contained in the Final Recommendations report that the Board of Governors of the College be requested to undertake a parking survey of the Casa Loma campus in cooperation with the Commissioner of Public Works. Mr. Rant said the College was willing to cooperate with this request. He said the proposed construction of housing on the lands immediately to the east of the campus was a matter of some concern to the College. It was felt this proposal will aggravate the traffic and parking situation in the area. The College wanted to be assured that any proposed high density housing will not involve the College in additional costs. In conclusion, Mr. Rant said there will be pressures on the space of the Campus even without any changes in its enrolment. As classrooms on the Casa Loma campus are replaced with specialized laboratories or workshops, the College will be faced with the need for additional building space because the sqare footage required per student will increase from 24 to approximately 60. Mr. Rant said the College therefore requests some recognition be given to the potential need for expansion to some of the Casa Loma campus buildings. At the same time the College will assure the local community that parking and traffic problems in the area will not be aggravated as a result of any potential expansion.

Mr. Wilf Lunde, Chairman, Bathurst-Davenport Community Association, appeared before the Board and presented a written submission (APPENDIX "C").

Mr. Stanley B. Stein appeared before the Board and spoke on behalf of the Toronto Transit Commission. He outlined for the Board the history of the TTC site. There were 175 buses operating out of the Wychwood terminal on a daily basis as well as some out-door yard uses. Mr. Stein said this was an important location for the TTC because of the ease of access by their vehicles. Consultants were working on a comprehensive plan for future uses and a layout of the yard facilities that will be acceptable to all.

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations, April 1982 (Cont'd)

Mr.Stein said the present Official Plan designated the area as two distinct parcels: (i) public utility area B; and (ii) what is intended to be a buffer zone from the adjacent residential area of public utility area C. A large proportion of the TTC lands within areas B and C will require rezoning. The TTC requested deferral of the Final Recommendations as they pertain to the TTC lands to allow them to meet with staff and to develop their comprehensive plan in greater detail in order to arrive at a solution which will eliminate the need for the TTC to seek rezoning for each anticipated change.

In response to a query from Mr. Harris, Mr. Stein said the TTC's comprehensive plan was expected to be available early in the fall.

The Chairman recognized Ward 5 Alderman, Ron Kanter, to speak. Alderman Kanter asked Mr. Stein what activities he felt should be carried out as-of-right in the industrial Area C. Mr. Stein said this designation indicated light industrial uses as defined in the Zoning By-laws and the Official Plan.

Ms. Christina Jennings appeared before the Board and spoke on behalf of Trivest Developments, the owners of two separate pieces of land that will be affected by the Final Recommendations. Ms. Jennings said her clients were of the opinion that 653 & 657 Davenport were ideal locations for a mixture of housing and commercial uses. They request the designation of low-density, mixed commercial-residential. In the short-term, they would like to see the continuation of a mixture of uses on these properties and in the long-term, if these properties were to be redeveloped, commercial uses at grade with houses above under the CR LU 150 zoning. As well, Ms. Jennings said her clients own a major assembly of property on the east side of Albany totalling 12 properties, approximately one acre of land. This assembly of land presents an opportunity for redevelopment to single family dwellings with potential for possibly a low-rise rental apartment building. The Provincial Program which was announced recently may be used to construct these buildings. In conclusion, Ms. Jennings asked the Board to defer consideration of the Final Recommendations to allow her time to present and review her plans with staff.

567th MEETING, JUNE 21st, 1982

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations (Cont'd)

Mr. Glenn M. Haskett, the owner of 385 Madison and 497 Davenport Road appeared before the Board and spoke on his own behalf as well as for the owners of 489, 493 and 495 Davenport Road. He presented four written submissions (APPENDIX "D").

Mr. Bill Fitzpatrick, Planning Consultant, appeared before the Board and spoke on behalf of Loblaws and St. Michael's Collegium, the owners of five acres of land north-east of Bathurst Street and St. Clair Avenue. He raised many concerns about some of the proposed policies contained in the Final Recommendations and specifically as they relate to his clients' properties. Mr. Fitzpatrick told the Board that the the one-acre of land located in the City of Toronto was restricted to two times coverage while the remaining four-acre portion was located in the Borough of York and was allowed five times coverage. This division, he said, presented many design problems. Mr. Fitzpatrick asked the Board to reconsider the commercial coverage outlined in the Plan. He also requested further opportunity to continue discussions with staff.

Mr.Mike Turkos, appeared before the Board and spoke on behalf of his wife, the President of South Davenport Residents' Association. Mr. Turkos spoke in support of the Final Recommendations as they pertain to Davenport Road between Huron and Strand. He said the commercial intrusions into the area had created parking problems and the approval of higher densities will add to the problem.

Mr. Aaron Landeau appeared before the Board and spoke in support of the Final Recommendations on behalf of the Hillcrest Ratepayers Association. The Association has had a long-standing involvement with this matter and was pleased that the density surrounding the York properties will be maintained at present levels. Mr. Landeau said the Association was pleased with the Final Recommendations which, if approved, will allow area residents the opportunity to react to any proposed changes to the Plan.

567th MEETING, JUNE 21st, 1982

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations (Cont'd)

Mr. Ted Culp appeared before the Board and spoke on his own behalf in general support of the Final Recommendations. He commented on many aspects of the Plan and gave a number of long-term suggestions. In due course the St. Michael's playing field should be relocated and the ravine restored. The Casa Loma campus of the George Brown College should not be permitted to expand and should be relocated eventually. Casa Loma should be put under the control of the City of Toronto. The Dominion Dairies site should be designated a "Special Industrial Area". Mr. Culp urged the Board to ensure there is a mixture of industry spread throughout the City.

Mr. Howard Levine, President of the Wychwood Community Association, appeared before the Board. Mr. Levine said the 12-year old Association represented approximately 1000 households bounded by St. Clair Avenue, Davenport Road and Christie Street. The Association generally supported the Final Recommendations but did have some concerns. They were not satisfied that notification concerning this Board meeting had reached a majority of area residents. Mr. Levine commented on the lengthy period of time this document had taken to get to this stage. Many people were happy it was now before the Board and wished to see it approved as soon as possible. With respect to local parks, Mr. Levine said section 9.2 (a) should be amended so that the redevelopment of the Wychwood Car Barns would not be conditional upon the T.T.C.'s action. The testing of T.T.C. vehicles at the Car Barns during the late evening and early morning hours continues to disrupt the community. With respect to street lighting, Mr. Levine said section 6.6 should be amended by deleting the request for a report on incandescent lighting and adding a request that incandescent lighting as the dominant form of street lighting in the Bathurst-St. Clair area be retained. Mr. Levine reiterated the Association's support in principle for the document and urged the Board to process it without delay.

Letters were received and tabled from Mr. Michael B. Vaughan, a resident of 49 Burnside Drive; Mr. L.E. Milton of the Ontario Hydro; and Mr. J.C. Thackray, Chairman of the Toronto Redevelopment Advisory Council (APPENDICES "E", "F" and "G").

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations (Cont'd)

Ward 5 Alderman, Ying Hope, in addressing the Board, congratulated Planning and Development staff for having done a thorough review of the Part II Plan. Ald. Hope said he was surprised to hear that some interested persons were unaware that the Plan was being reviewed. He said he was before the Board to urge the adoption of the Final Recommendations document. Ald. Hope suggested a meeting between objectors to certain aspects of the Plan and Planning staff. He felt problems can be resolved before the Land Use Committee deals with the document in August. With respect to the need for a buffer zone to the west of the T.T.C. property, Ald. Hope recalled a public meeting held in the area at which time residents indicated support for this. With respect to the Union Carbide Site and the T.T.C. Hillcrest Yards, Ald. Hope said at no time in the past had the T.T.C. objected to what may be a down-zoning of their coverage. He urged the Board to support the recommendations in order to control this particular industrial proposition. Concerning the George Brown College, Ald. Hope said that with the completion of the two phases, the College had given its word that there would be no further expansion. He urged the Board to support the recommendation for 2.5 times coverage. Ald. Hope asked the Board to note that all four associations in attendance at the meeting supported the Plan.

Ward 5 Alderman, Ron Kanter, said the Part II Final Recommendations document was a good and positive plan designed to preserve the residential character of the area. He said the comments made by the residential associations at this meeting strengthened this point. With respect to the submission made on behalf of the T.T.C., concerning Area C, Ald. Kanter said he was concerned about the protection offered to the abutting residential neighbourhood. He noted that the residential properties did not have any set back but abutted right up to the property line. It was considered appropriate at this time to make a substantial improvement in the living conditions for these residents. Ald. Kanter said it was clear from comments made at this meeting that there was not much protection in the industrial area C. He felt that adequate landscaping had not been fully defined.

567th MEETING, JUNE 21st, 1982

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St. Clair Part II Official Plan: Final Recommendations (Cont'd)

Ward 5 Alderman, Ron Kanter (Contd')

Ald. Kanter said there should be a true buffer, a public utility area did not offer enough protection. He suggested an amendment to Section 4.11 (b) to add the words "be increased to 25 feet" after the words "adequate landscaping". Ald. Kanter suggested another amendment to Section 6.6 to add "that the Commissioner of Public Works request the retention of incandescent lighting as the dominant form of street lighting in the Bathurst-St.Clair area". Ald. Kanter urged the Board to forward the document to the Land Use Committee at this time.

There being no further deputations, at the request of the Chairman, Mr. Paul Bedford, Program Manager, West-Central Section of the Community and Neighbourhoods Division, commented on specific points raised at this meeting. He noted that in general there appeared to be vast support for the Plan as a whole although objections were raised about specific sites. Mr. Bedford said the Plan had been discussed throughout the community during a lengthy process. About 6,000 detailed notices concerning the Plan and this meeting had been distributed in the community and much effort had been made to contact all interested persons. Mr. Bedford reveiwed extensively the specific concerns expressed by deputants and answered questions from members of the Board.

Following the staff presentation, the Chairman noted that the Board was dealing with the Official Plan Amendments of the Part II Plan. He said some concerns voiced at this meeting were related to zoning aspects of the Plan and that these will be dealt with by the Land Use Committee and Council.

It was moved by Mr. Hislop, seconded by Ms. Gittens:

"THAT the Official Plan Amendment as contained in the Final Recommendations report (April 1982) be adopted."

Following discussion by the Board, the mover and the seconder of the motion to adopt agreed to add an amendment to the motion:

567th MEETING, JUNE 21st, 1982

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations (Cont'd)

AMENDMENT

"THAT Section 9.2(a) be amended by substituting the last sentence with the sentence 'In particular, the City will seek to ensure that if the Wychwood Car Barns are redeveloped, that a park will be created on a portion of the site."

Mr. Harris proposed an amendment to request the specific dimensions of the landscaped buffer zone. Following discussion it was seconded by Mr. Biggin:

AMENDMENT

"THAT, with respect to Section 4.11(b), the Commissioner of Planning and Development report to the Land Use Committee on specific dimensions of the landscaped buffer zone in utility area 'C'."

Mr. Harris proposed a further amendment to request the retention of incandescent lighting in the Bathurst-St.Clair area. Following a discussion it was seconded by Ms. Matthews:

AMENDMENT

"THAT, regarding Section 6.6 of the Action Program, the Commissioner of Public Works be requested to note that the Planning Board is in favour of retaining incandescent lighting as the dominant form of street lighting in the Bathurst-St.Clair area."

The Chairman called for a vote on the last amendment with respect to incandescent lighting and, on a show of hands, it

CARRIED

2 REPORTS FROM THE COMMISSIONER OF PLANNING AND DEVELOPMENT (Cont'd)

A Bathurst-St.Clair Part II Official Plan: Final Recommendations (Cont'd)

The Chairman called for a vote on the amendment with respect to the dimensions of the landscaped buffer zone.

RECORDED VOTE

In Favour: Mr. Biggin, Mr. Grant, Mr. Costa, Ms. Gittens, Mr. Harris, Mr. Hislop, Ms. Matthews, Ms. Hall, Mr. Solomon, and the Chair.

Opposed: Nil

CARRIED UNANIMOUSLY

The Chairman called for a vote on the motion to adopt the Official Plan Amendment with the amendment concerning the Wychwood Car Barns incorporated into the motion.

RECORDED VOTE

In Favour: Mr. Biggin, Mr. Grant, Mr. Costa, Ms. Gittens, Mr. Harris, Mr. Hislop, Ms. Matthews, Ms. Hall, Mr. Solomon, and the Chair.

Opposed: Nil

CARRIED UNANIMOUSLY

668/70002

(47)

CITY OF TORONTO

Department of the City Clerk

City Hall, Toronto, Ontario, Canada M5H 2N2

Roy V. Henderson / City Clerk

A.R.N. Woadden / Deputy City Clerk

367-7033-4

August 16, 1982

Mr. Stephen G. McLaughlin,
Commissioner of Planning and
Development

Dear Sir:

On August 9, 1982, the Land Use Committee had before it a report (July 22, 1982) from the Secretary-Treasurer of the City of Toronto Planning Board, forwarding the reports (June 15, 1982) and (April 1982) on the Bathurst-St. Clair Part II Official Plan: Final Recommendations.

The Committee also had before it the report (July 19, 1982) from the Commissioner of Planning and Development on this matter.

The Committee also had before it a communication (August 9, 1982) from Mr. Michael B. Vaughan of Vaughan, Willms, Solicitors, addressed to the Committee of Adjustment.

Alderman Hope filed a communication (July 22, 1982) from Mr. H.M. Sweezie, Manager of Property and Special Assignments, Toronto Transit Commission, on this matter.

The Committee deferred consideration of this matter until its meeting to be held on September 7, 1982, and requested the appropriate officials to report on the communication filed by

contd...

August 16, 1982

Alderman Hope from the Toronto Transit Commission for such meeting.

Yours truly,

Marian D'Cruz

Secretary
Land Use Committee

MDC/gz
Encl.

Commissioner of Planning and Development
Commissioner of Buildings and Inspections
City Solicitor
Commissioner of Parks and Recreation
Toronto Transit Commission , 1900 Yonge Street, Toronto, Ontario M4S 1Z2 - Attn: Mr. H.M. Sweezie
Alderman Ying Hope
Alderman Ron Kanter

All Interested Persons

CITY OF TORONTO

(42)

Department of the City Clerk

City Hall, Toronto, Ontario, Canada M5H 2N2

Roy V. Henderson / City Clerk

A.R.N. Woadden / Deputy City Clerk

367-7033-4

September 8, 1982

Mr. Stephen G. McLaughlin,
Commissioner of Planning and
Development

Dear Sir:

On September 7, 1982, the Land Use Committee had before it the status report (August 26, 1982) from the Commissioner of Planning and Development regarding the Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982.

The Committee deferred consideration of this matter as requested by the Commissioner of Planning and Development in the foregoing report.

Yours truly,

Marian Di Cang

Secretary
Land Use Committee

MDC/gz
Encl.

Commissioner of Planning and Development
Commissioner of Buildings and Inspections
City Solicitor
Commissioner of Parks and Recreation
Toronto Transit Commission, 1900 Yonge Street, Toronto, Ontario M4S 1Z2
Attn: Mr. H.M. Sweezie

All Interested Persons

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

CITY CLERK'S OFFICE
NO ANS
REFER FILE
668770002
AUG 27 3 19 PM 82

22.

Toronto West Central
August 26, 1982

To: Land Use Committee

Subject: Bathurst-St. Clair Part II Official Plan: Final Recommendations, April 1982: Status Report

Origin: City of Toronto Planning Board, May 10, 1982. (c71luc82449:129)

Comments:

The Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982 together with further reports of June 15 and July 19, 1982 were before your Committee at its meeting of August 9, 1982 and were deferred for consideration until the Committee's September 7th, 1982 meeting.

The item was deferred to enable all relevant parties to try and resolve outstanding objections from the Toronto Transit Commission regarding the T.T.C. Hillcrest Yard. The objections centre on the proposed use restrictions and the relocation of the Parkdale garage operation to the Hillcrest Yard. The adjacent residents living on Melita and Ashworth Avenues are also concerned about the proposed width and treatment of a buffer strip along the western boundary of the Hillcrest site.

At a public meeting held on August 18, 1982, it was decided the most effective way of resolving the above concerns was to form a working committee composed of six residents, both Ward Aldermen and planning staff. The purpose of the committee is to resolve the issues of width, fencing and the landscaping treatment of the proposed buffer strip as well as the type of uses which could be located in the restricted western section of the Hillcrest complex.

Planning staff have met with the T.T.C. who have endorsed the concept of a working committee. The committee will meet frequently in an attempt to successfully resolve all issues within the next two weeks.

Land Use Committee

August 26, 1982

As the T.T.C.'s objections represent the last major issue to be resolved, it is recommended that consideration of the Bathurst-St. Clair Part II Final Recommendations be deferred. Both Ward Aldermen and the T.T.C. concur in this recommendation.

Stephen G. McLaughlin
Commissioner

SA/pmw

APPENDIX E

Further Report of September 28 on
Bathurst-St. Clair Part II Official Plan:
Final Recommendations Report of
April 1982

CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

Y (4)

668/70002
C&N West Central
September 28, 1982

To: Land Use Committee

Subject: Further report on Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982

Origin: City of Toronto Planning Board, May 10, 1982. (c71luc82514:129)

Comments:

This report is further to my report dated June 15, 1982 which is also before your Committee for consideration. It supersedes my report of July 19, 1982 on the Bathurst-St. Clair Part II Official Plan which was deferred by your Committee at its meeting of August 9th, 1982. Three matters are dealt with that arose out of consideration of the Bathurst-St. Clair Part II Official Plan by the Planning Board on June 21, 1982:

1. Expansion of the Toronto Transit Commission (TTC) Hillcrest Yards Complex;

2. Dominion Dairy: permission for future expansion;

3. Ontario Hydro: exemption from height restriction of the Bridgman Transformer Station at 391 Davenport Road.

1. <u>Expansion of the TTC Hillcrest Yards Complex</u>

On June 21, 1982 the Planning Board adopted the Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982 and made the following request regarding Section 4.11(b):

> "that the Commissioner of Planning and Development report to the Land Use Committee on the specific dimensions of the landscaped buffer zone."

This matter referred to the concept of a landscaped buffer strip to be located at the extreme western boundary of the TTC Hillcrest Yards site. This report deals with all the relevant issues of the proposed expansion including my comments on the abovementioned request.

a) Background

Hillcrest Yards Complex

On July 16, 1982 a representative of the TTC and their solicitor met with planning staff to discuss a list of TTC uses proposed to be located in the Hillcrest Yards and the former Union Carbide site. They stated that the latter site was specifically purchased to relocate the Parkdale garage currently located on Sorauren Avenue in North Parkdale. This is the main garage where major repair work to diesel bus engines is performed. In the Hillcrest Yards, the maintenance of track and body repair to street cars, trolleys and buses constitutes the principal activity. The TTC intends to consolidate the workshops of both garages at one location and undertake a major re-organization of all the existing and new uses in the Hillcrest Yards and the former Union Carbide site. The TTC has hired the consulting firm of R. E. Winter and Associates Limited to do the re-organization planning which should be completed in the next few months.

The City's current Part I Official Plan designates the two parcels of land as Low Density Residence Area/Area of Permissible Industrial Use. The Zoning By-law zones the site C3 V2, permitting a wide range of industrial uses including all the TTC operations at a density of 5 times coverage.

The Bathurst-St. Clair Part II Official Plan designates the site as Public Utility Areas B and C (see attached map). The recommended zoning is I1 D1, a light industrial zone permitting a density of 1 times the lot area. In Area B, containing the entire Hillcrest Yard and the major portion of the former Union Carbide site, the Plan permits the existing TTC uses and their expansion or replacement as-of-right. TTC uses not currently located in the Hillcrest Yards would require a rezoning. The existing uses would be permitted in the I1 D1 zone through a special provision of the Zoning By-law.

Area C consists of a strip of land 35 m (115 ft.) in width adjacent to a residential area to the west and Davenport Road to the north. The Plan permits only I1 light industrial uses in this area as-of-right. All TTC uses would be permitted only through rezoning to ensure that they are environmentally compatible with the adjoining neighbourhood. Areas B and C have also been designated as development review areas under Section 40 of The Planning Act. The policy statements regarding Areas B and C in the Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982 are outlined below:

Public Utility Areas B and C

"4.8 Public Utility Areas B and C shall be regarded as suitable for light industry and uses required by the Toronto Transit Commission for the maintenance, repair and testing of vehicles and track, and administration of the Toronto Transit Commission.

4.9 In Public Utility Area B, Council may pass by-laws to permit:

a) light industry and/or the existing Toronto Transit Commission uses, and their expansion and relocation, having a gross floor area up to 1.0 times the area of the lot; and

b) upon application by the owner, new uses that the Toronto Transit Commission requires for the maintenance, repair and testing of vehicles in combination with uses permitted by paragraph (a) above, up to a gross floor area of 1.0 times the area of the lot, provided that Council is satisfied that there will be no adverse effects on adjoining residential neighbourhoods, and that access will be taken from Bathurst Street and/or Davenport Road.

4.10 In Public Utility Area C, Council may pass by-laws to permit:

a) light industry having a gross floor area up to 1.0 times the area of the lot; and

b) upon application by the owner, uses that the Toronto Transit Commission requires for the maintenance, repair and testing of vehicles and track, and administration, having a gross floor area up to 1.0 times the area of the lot.

4.11 Prior to passing by-laws to allow the uses permitted in Section 4.10(b), Council shall be satisfied that:

a) the uses for the area will be environmentally compatible (e.g. noise, fumes, odours and vibrations will be within clearly acceptable levels), either inherently or through design and special equipment, with the residential neighbourhoods adjacent to the site and also aesthetically acceptable; and

b) adequate landscaping is provided between the residential neighbourhoods and the industrial lands."

It was agreed at the July 16 meeting that the TTC would provide planning staff with two use lists indicating the existing uses in the Hillcrest Yards and the Parkdale garage. These use lists are appended to their letter of July 22 (see Appendix 1). Certain uses are marked by asterisks on both the lists indicating they are considered by the TTC to be physically and environmentally compatible with the surrounding residential area.

In view of the above Official Plan statements, the TTC is concerned that its expansion and re-organization plans for the Hillcrest Yards complex would be affected. The TTC has objected to the requirement that expansion would involve a rezoning and has requested as-of-right permission to:

- relocate or expand the existing TTC uses in Public Utility Area B;
- locate, relocate or expand any of the uses now located in the Parkdale garage in Area B;
- locate all uses marked by asterisks in the two lists attached in Appendix 1 in Public Utility Area C.

The TTC requested that the foregoing Official Plan statements and the implementing zoning by-laws be revised accordingly.

The TTC has also objected to the proposed 1 times density and has requested that the Hillcrest Yards be zoned to permit 2 times the lot area.

b) Discussion

On August 16, 1982 a public meeting was held in the Meilta-Ashworth neighbourhood to discuss the proposed TTC use lists for the Hillcrest Yards. It was agreed at the meeting that some of the uses marked with asterisks in the Parkdale garage list would be incompatible with the adjacent neighbourhood if located in Area C. A Working Committee was formed to resolve the type of uses to be located in Area C and the provision of an adequate setback from the western boundary including a landscaped buffer strip and privacy fence.

Certain members of the Working Committee visited the Parkdale garage to observe its operations and determine if the uses to be relocated from Parkdale to Hillcrest would be compatible with the

Melita-Ashworth neighbourhood. Based on this tour and a detailed review of the use list, the Working Committee made the following proposal to the TTC regarding permitted uses and the provision of a landscaped buffer strip at its meeting of September 10, 1982:

Proposals of Working Committee

i) Uses

The following uses in the Parkdale garage list should not be permitted as-of-right in Public Utility Area C:

- heavy unit overhaul shops; the stripping, inspection and rebuilding of engines, transmissions and differentials
- unit overhaul shops and inspection benches for generators, alternators, starter and blower motors, cylinder heads, hydraulic and safety valves, air conditioners, etc.
- automotive machine shop
- tire shop, for the mounting and demounting of tires

ii) Setback along the Western Boundary of the Site

A 14 to 15.5 m (45-50 ft.) setback including a 6 m (20 ft.) landscaped buffer strip along the extreme western boundary, should be provided. The remaining 9 m (30 ft.) of the setback could be used as a paved area for service lane purposes.

iii) Provision of an Effective Landscaped Buffer Strip

The objective of providing a landscaped buffer strip is to protect the residential area from dust and noise emanating from the operations of the TTC. Planting of mature trees and thick shrubs of a height sufficient to screen adjacent dwellings should be provided together with a privacy fence.

(Some members of the Working Committee indicated their desire to have the 20 foot landscaped buffer strip accessible to the community by erecting the privacy fence along the eastern rather than the western boundary of the buffer strip. While this concept was considered desirable by some, it did not prove feasible. Problems of liability, security and maintenance were expressed by both the TTC and the Commissioner of Parks and Recreation.)

iv) Fence

A privacy fence should be installed immediately or in the near future.

Agreement was reached by the Working Committee and the TTC on the 50 foot setback, service lane and the landscaped buffer strip. The remaining items were unresolved.

A public meeting was held on September 15 to fully inform area residents of the situation and attempt to resolve outstanding matters pertaining to the range of permitted uses and the privacy fence. The TTC was represented by Mr. Howard Sweezie and Mr. D. J. Morton. Approximately 50 people attended the meeting. Following a long discussion, the following points were agreed to:

Resolution of Issues

- Fence

A privacy fence would be installed along the entire length of the western boundary before any construction begins in the Hillcrest Yards complex. Proper hoardings would be erected if any existing building on the Union Carbide site were demolished. The height and type of fence would be mutually determined by the TTC and the Melita-Ashworth residents.

- Landscaped Buffer Strip

A 6 m (20 ft.) landscaped buffer strip would be developed at the same time the construction of new buildings starts. The buffer strip would contain mature trees and thick shrubs of a height sufficient to screen the adjacent residential dwellings.

- Setback

A 14 to 15.5 m (45-50 ft.) setback from the western and northern boundary within the former Union Carbide site would be provided for all new buildings. Small portions of existing buildings on the Union Carbide site encroach on the 14 to 15.5 m setback width. These portions would be exempted from the setback requirements.

The recommended setback would include a 6 m (20 ft.) landscaped buffer strip and the remaining 9 m (30 ft.) could be paved for service lane purposes. However, this lane would not be used as a main access road for buses and trucks or as a road for regular internal circulation of vehicles on the site.

- Uses

The TTC representative indicated they were willing to delete the "tire shop, for mounting and demounting of tires".

As this report indicates, negotiations with the TTC have been productive and have resulted in the resolution of several

objections. However, the location of heavy unit overhaul shops and an automotive machine shop is still at issue.

The TTC wants the ability to locate these uses in Area C, in close proximity to the adjacent residential community on Melita and Ashworth Avenues. The Bathurst-St. Clair Part II would provide for such uses only via a rezoning. This policy is based on the desire to ensure that future TTC uses locating in Area C would not create potential compatibility problems for the adjacent residential neighbourhood. While it appears reasonable to consider a modification to the Part II Official Plan for those uses listed in Appendix 3 of this report, I cannot recommend any modification to permit heavy unit overhaul shops, unit overhaul shops and an automotive machine shop to locate as-of-right in Area C. These uses deal with such activities as the complete rebuilding of engines, transmissions and related parts for TTC vehicles. I therefore do not consider any modification to the Part II Official Plan is warranted and recommend that a rezoning be required to permit heavy unit and unit overhaul shops and an automotive machine shop in Area C.

With respect to those uses contained in Appendices 2 and 3 of this report, it is recommended that the Official Plan statements for Public Utility Areas B and C be revised based on the understanding reached with the TTC and the community. It is also recommended that the use lists for Areas B and C be permitted as-of-right on the site, and further that a 14 to 15.5 m (45-50 ft.) setback from the western and northern boundaries of the former Union Carbide site be provided. The setback will accommodate a 6 m (20 ft.) landscaped buffer strip and a privacy fence. The remaining 9 m (30 ft.) could be used for service lane purposes.

c) Part II Official Plan Density

The TTC has objected to the recommended density of 1 times coverage as provided for in the Part II Plan and zoning. A maximum density of 2 times the lot area has been requested. Planning staff reported on this matter in our Final Recommendations report of June 15 to the Planning Board on June 21, 1982. The proposed expansion plans can be easily accommodated on the Hillcrest site within a density of 1 times. In fact, approximately 46,450 sq. m (500,000 sq. ft.) of development potential would still be available after the Hillcrest expansion was completed. It is therefore recommended that no change be made to the Official Plan and zoning recommendations adopted by the Planning Board on June 21, 1982.

d) TTC Storage in Public Utility Area A

In their letter of July 22, 1982, the TTC indicated that they are using a small section of the Ontario Hydro right-of-way adjacent to the Hillcrest Yards for utility pole storage and a handling equipment yard. As a storage use is only permitted as accessory to Hydro uses in Utility Area A, the TTC has requested that its yard be made a permitted use.

The Plan designates the railway corridor and the Hydro right-of-way as Public Utility Area A. It permits railway uses, hydro facilities, parks, community uses and parking. The recommended zoning is Gh which allows all the foregoing uses except railway uses which are permitted in Bathurst-St. Clair through a special provision of the Zoning By-law.

The Gh zone is used in the Dufferin-Davenport and Bathurst-St. Clair planning areas. Its objective is to allow hydro facilities, parking and encourage park and community facilities. The request of the TTC is justified on the grounds that Toronto Hydro and Ontario Hydro storage yards are also located on the right-of-way. The material in Hydro's yards is mainly composed of utility poles, cables and accessories. The TTC yard contains utility poles, overhead wires and handling equipment. The TTC expects to store the same material in the future. In view of these considerations, it is recommended that a utility pole storage and handling equipment yard be permitted for the TTC in Public Utility Area A.

e) Environmental Assessment

The relocation of the Parkdale garage to the Hillcrest Yards complex and its expansion was discussed with the staff of the Provincial Ministry of the Environment. It was indicated that certain components of the re-organization plan might be required to go through an environmental assessment. In view of this, planning staff was advised to include a statement in the Part II Official Plan about any undertaking which comes under the Environmental Assessment Act would not proceed until it complied with the Act.

Since there are other sites in the planning area such as the Wychwood Car Barns, in addition to industrial properties which could come under the Environmental Assessment Act when expanded or redeveloped, it was considered desirable to include the subject statement in the "General" section of the Plan. This would have the effect of its applicability throughout the planning area and not just the Hillcrest Yards.

2. Dominion Dairy: Permission for Future Expansion

a) Background

Representatives of Dominion Dairy were not able to meet with planning staff and also could not appear before the Planning Board to present their case at its meeting of June 21, 1982. However, a meeting was held with planning staff on July 12 at which the Dairy's position was presented.

Dominion Dairy is the largest plant in Canada and has become Canadian-owned in recent years. The plant has been located at its present location since 1914. It employs 350 to 400 persons on the premises. Both the frontages on either side of Walmer Road between Davenport Road and Macpherson Avenue are owned by the Dairy. The dairy building, which includes offices, plant, refrigerated rooms, storage and facilities for employees, is located on the east side of Walmer Road. The west side, adjacent to George Brown College, is vacant and is used for truck and employee parking. The loading and unloading area is on the east side of the building and fronts on Spadina Road.

Land holdings of the Dairy are approximately 16,071 sq. m (173,000 sq. ft. or 3.97 acres). The total floor area of the dairy building at 235 Walmer Road is about 14,306 sq. m (154,000 sq. ft.) and its lot area is 8,268 sq. m (89,000 sq. ft.). The existing density is 1.7 times the lot area. The Part II Plan has recommended an I1 D1 zoning for the site which permits a density of 1 times the lot area with a special provision which would recognize the Dairy's existing density and use.

The existing Part I Official Plan designation of the site is Low Density Residence Area and Area of Permissible Industrial Use. The existing zoning is C2 V2 which permits a wide range of industrial uses at a density of 5 times the lot area. The Part II Plan (Section 4.1 to 4.4) designates the site as a Special Residential Development Area and regards it as a long term transition area from industrial to residential use. The existing use is permitted to continue but in the event it moves out, the Plan allows only light industrial uses which are compatible with the surrounding residential area. Residential uses would be permitted through rezoning up to 2 times the lot area provided the area facilities are adequate and surrounding environment is suitable for residential development.

The Plan also provides for the expansion or enlargement of the present premises by a maximum of 10 per cent of the total floor area of the building if such building is at or above the permitted gross floor area. This provision, as stated in Section 4.4 of the Part II Plan, is outlined below:

"4.4 Notwithstanding any other provisions of this Plan, where, in the Special Residential Development Area at the date of passage of a by-law prohibiting the use of buildings for purposes not permitted by such by-law or the erection of a building in excess of the maximum stipulated gross floor area applicable to industrial buildings or uses set out in such by-law, a building is lawfully used or erected to a gross floor area in excess of that permtited by such by-law, Council may pass by-laws to permit the enlargement or extension of any such building, provided that prior to the enactment of any such latter by-law, Council shall be satisfied that:

(a) any such enlargement or extension shall not lessen the amenity of existing or potential adjacent residential or commercial areas, having particular regard to the conditions of noise, dust, fumes, odour, vibrations and traffic generation; and

(b) any such by-law limits the gross floor area of such enlargement or extension to no more than ten (10) per cent of the gross floor area used for industrial purposes existing on a lot as on the date of the passage of any such by-law."

b) Discussion

At a meeting held on July 12 with planning staff, representatives of Dominion Dairy discussed their tentative expansion plans. These plans would involve a potential expansion up to 30% of their existing gross floor area. It is their intention to remain at the present location and to undertake additions to the plant to facilitate a re-organization of production procedures. Accommodation of their expansion plans could be achieved through the introduction of a specific provision permitting up to 30% of the existing gross floor area. Such modification is considered to be justified from a planning perspective.

It should be emphasized that Dominion Dairy is not objecting to the Special Residential Development Area designation or the I1 D1 zoning. The technical modification would not detract from the recommended Part II policies. It merely permits the dairy to update their manufacturing operation and streamline the production process. It is also important to note that the increase in permitted gross floor area would not likely result in the addition of employees or result in the generation of additional vehicular

traffic. It would, however, recognize the City's general commitment to retaining industry.

In view of the minor nature of the proposed modification, its negligible impact on the adjacent residential area and maintenance of the Official Plan objectives for the Special Residential Development Area, it is recommended that the Part II Official Plan be amended as it applies to 235 Walmer Road to permit an expansion of existing gross floor area up to a maximum of 30 per cent. A rezoning would still be required to implement the Official Plan expansion provision.

3. Ontario Hydro: Exemption from height restriction of the Bridgman Transformer Station at 391 Davenport Road.

a) Background

Ontario Hydro, in their letters of June 9 and 21, 1982 (copies attached as Appendices 4A and 4B), objected to the Official Plan and zoning designations of their right-of-way and the Bridgman Transformer Station site. Planning staff commented on this matter in their report of June 15, 1982 and recommended retention of those designations. At its meeting of June 21, 1982 the Planning Board adopted the above recommendations.

In the same letters, Ontario Hydro indicated concern that the recommended height restriction of 14 m would apply to their Bridgman Transformer Station and the adjacent building as shown on Map D: (Proposed Height Districts, as contained in the Bathurst-St. Clair Part II Official Plan: Final Recommendations report, April, 1982). As some of the facilities at the transformer site are more than 14 m in height, they would become non-conforming. It was requested that these uses be exempted from height restrictions.

b) Discussion

During the approval process of the Dufferin Davenport Part II Official Plan, all Hydro facilities on the entire length of the Hydro right-of-way through the City were exempted from height restrictions. It would appear consistent to treat the Bridgman Hydro facilities in a similar manner. The Bridgman Transformer site is adjacent to the right-of-way and will continue to be used for electric power facilities in the foreseeable future. It is therefore recommended that all facilities at 391 Davenport Road, the site of the Bridgman Transformer Station, which are connected with electric power facilities including the transformer, the building and accessory facilities, be exempted from height restrictions.

4. Minor Technical Changes

As a result of further consultation with department officials and community associations, certain minor technical modifications have been proposed regarding the range of permitted uses. These changes have been incorporated in recommendations 5 and 6 of this report.

Conclusion:

This report supersedes my report of July 19, 1982 which was deferred by your Committee. It deals with outstanding objections to the Part II Plan from the Toronto Transit Commission, Dominion Dairy and Ontario Hydro.

The TTC intends to relocate the Parkdale garage to the Hillcrest Yards and is in the process of replanning the entire site. The Part II Official Plan recommends that new TTC uses in Area B and all TTC uses in restricted Area C only be permitted via a rezoning. The TTC has requested that all TTC uses from the Parkdale garage and Hillcrest Yards be permitted without rezoning in Area B and a limited number of environmentally compatible uses be permitted in Area C. Three appendices containing use lists and a map showing Areas B and C are attached. Detailed discussions were held regarding four groups of uses from Parkdale that were considered incompatible in Area C. In addition, the provision of adequate setbacks, a landscaped buffer strip and a privacy fence were also discussed. The TTC agreed, at a public meeting held on September 15, 1982, to provide a 14 to 15.5 m (45-50 ft.) setback from the western and northern boundary of the Union Carbide site. It was also agreed that a 6 m landscaped buffer strip and a privacy fence within the setback along the western boundary would be provided. No solution was reached for certain specific uses in Area C. This report recommends that those uses in question only be permitted in Area C via a rezoning.

It is also recommended that a TTC storage yard containing utility poles, overhead wire and handling equipment be permitted in Public Utility Area A and in a Gh zone on the Hydro right-of-way adjacent to the Hillcrest Yards.

Dominion Dairy intends to undertake certain additions to their plant of approximately 30% of their existing gross floor area in order to streamline production processes. The Part II Plan recognizes the existing density of these buildings and permits their expansion up to a maximum of 10% of the total floor area. To accommodate the proposed addition, a minor technical amendment to the Part II Official Plan is recommended as it applies to 235 Walmer Road to permit an expansion up to a maximum of 30% of the

existing gross floor area. This will not have any significant impact on the Official Plan or recommended zoning policies.

The recommended height limit for the Ontario Hydro Transformer site at 391 Davenport Road is 14 m (45 ft.). This limitation would make some of the facilities of the transformer site non-conforming. It should be noted that the entire Hydro right-of-way within the City is exempt from height limitations. As the transformer site is adjacent to the right-of-way and will remain connected with electric power facilities of Ontario Hydro, it is recommended that such facilities be exempted from height limits.

Recommendations:

Regarding the Official Plan:

1. That Sections 2.2, 4.9, 4.10 and 4.11 on pages 41, 49 and 50 of the Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982 be deleted and replaced with the following:

2.2(a) Council will seek to maintain the environmental qualities of the residential areas of Bathurst-St. Clair and enhance the amenity of areas of historic, architectural, or natural significance. Council will also undertake to strengthen local retail activity and encourage an active pedestrian environment, particularly in the vicinity of the subway; seek ways to provide for the safety of pedestrians; and protect local streets from the impact of through traffic.

2.2(b) Nothing in this Plan shall be interpreted to mean that any undertaking subject to the Environmental Assessment Act may proceed until it also complied with that Act. The City will not give any licence, permit or approval that may lead to the commencement of any such undertaking which is not approved (or exempted) under the Environmental Assessment Act.

4.9 In Public Utility Area B, Council may pass by-laws to permit:

light industry, Toronto Transit Commission uses and their expansion and relocation, having a gross floor area up to 1.0 times the area of the lot, provided that access will be taken from Bathurst Street and/or Davenport Road.

4.10 In Public Utility Area C, Council may pass by-laws to permit:

light industry and those Toronto Transit Commission uses which are environmentally compatible with surrounding residential uses and areas having a gross floor area up to 1.0 times the area of the lot, provided that access will be taken from Bathurst Street and/or Davenport Road.

4.11 The uses for Areas B and C will be environmentally compatible (e.g. noise, fumes, odours and vibrations will be within clearly acceptable levels), either inherently or through design and special equipment, with the residential neighbourhoods adjacent to the site and also aesthetically acceptable; and further that adequate setbacks and landscaping will be provided between the residential neighbourhoods and the industrial lands.

2. That a new Section 4.4(c) be added to the Part II Plan as follows:

"Notwithstanding Section 4.4(b) of this Plan, Council may pass by-laws to permit the expansion of existing industrial uses located at 235 Walmer Road by a maximum of up to 30 per cent of the existing gross floor area."

Regarding the Zoning By-law:

3. That notwithstanding Section 5.1.3 of the Bathurst-St. Clair Part II Official Plan: Final Recommendations report of April 1982, it is recommended that the electric power facilities of Ontario Hydro located on the property known municipally in 1982 as 391 Davenport Road be exempted from the height limits.

4. That recommendation 4.(e)(ii) of the Final Recommendations report dated June 15, 1982 be deleted and replaced with the following:

"It is recommended that the Zoning By-law be amended as it applies to Bathurst-St. Clair to permit the following uses at addresses noted below:

(e)(ii) The properties known municipally in 1982 as 1130 Bathurst Street (Hillcrest Yards) and that part of 805 Davenport Road (formerly Union Carbide site) excluding a strip of land comprising the westerly and northerly 35 metres of 805 Davenport Road, for the Toronto Transit Commission uses as listed in

Appendix 2 of this report, which list should become part of the Zoning By-law; and further that the strip of land comprising the westerly and northerly 35 metres of the property known municipally in 1982 as 805 Davenport Road, for the Toronto Transit Commission uses as listed in Appendix 3 of this report which list should become part of the Zoning By-law."

5. That recommendation 4.(c) of the Final Recommendations report of June 15, 1982 be deleted and replaced with the following:

(C)(i) In Subsection 5.1.2(a), paragraph (i), add "an eating establishment";

(ii) In Subsection 5.1.2(a), paragraph (vi), add "except a parking station and a private parking garage".

6. That recommendation 4.(d) of the Final Recommendations report of June 15, 1982 be deleted and replaced with the following:

(d) It is recommended that the Zoning By-law be amended as it applies to Bathurst-St. Clair to permit the following uses in the area noted below, provided that such use in such areas were legally in existence on the date of passage of these amendments to the Zoning By-law:

(i) the erection or use of a building for a custom workshop, an artists' or photographer's studio or a sample or showroom in an R4A district located on the south side of Davenport Road as shown on Map C;

(ii) the use of the lands for railway line purposes in the area shown as Gh on Map C;

(iii) the use of the lands for utility pole storage and handling yard in the area shown as Gh on Map C adjacent to the property known municipally in 1982 as 1130 Bathurst Street (Hillcrest Yard).

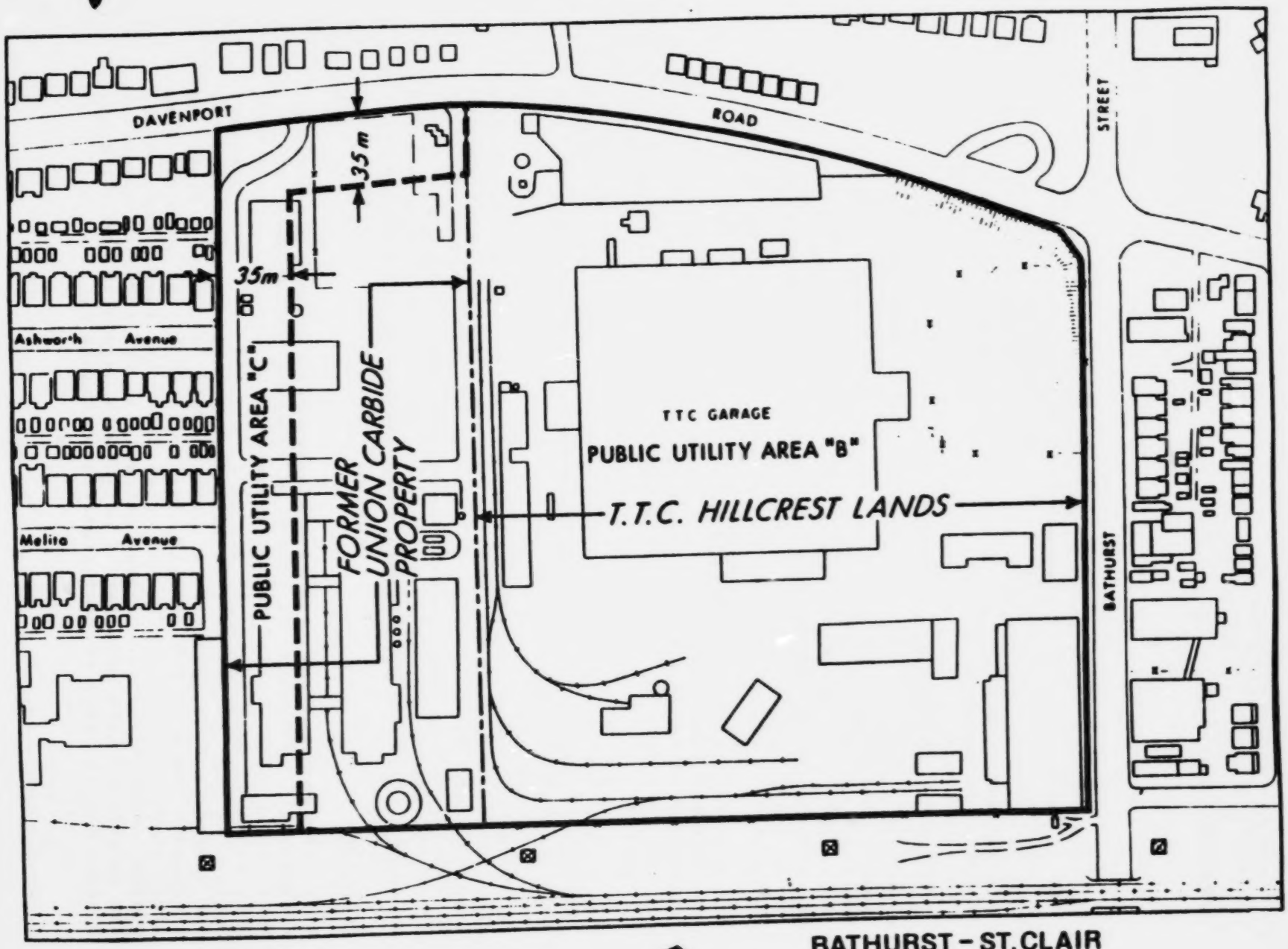
Other Matters:

7. That a 14 to 15.5 m wide setback from the western and northern boundary of the former Union Carbide site be provided for all future buildings to be erected on the lands; and that a landscaped buffer strip of 6 m in width containing mature trees sufficient in height to screen adjacent residential dwellings and thick shrubs be provided along the western lot line within the setback; and further that a privacy fence be constructed along the entire length of the buffer zone; and

that the remaining 9 m wide setback could be paved and used as a service lane.

Stephen G. McLaughlin
Commissioner

SA/pm



BATHURST - ST. CLAIR
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY

MARCH, 1982

Appendix 1

July 22, 1982

Paul J. Bedford
Programme Manager
West Central Section
City of Toronto
Planning and Development Department
18th Floor, East Tower
City Hall
Toronto, Ontario
M5H 2N2

Attention: Mr. S. Ahmed

Dear Sir:

Re: Bathurst/St. Clair District
Official Plan Part II
Recommendations - TTC Hillcrest
and Former Union Carbide Properties
Complex

Thank you for the productive meeting with yourself and Mr. Saghir Ahmed on Friday, July 16, 1982 and attended by Mr. S. B. Stein of Weir & Foulds and myself.

We were, of course, pleased at your acceptance of our request to adjust the wording of the Part II Recommendations in order to better define in specific terms the existing uses on the property. A revised list similar to the copy left with you, but incorporating the pencilled additions, and one correction, wherein batteries are no longer repaired, is attached as Appendix "A".

Parkdale

With respect to the proposed relocation of Parkdale Shops to Hillcrest, I am pleased to attach as Appendix "B", a list of the work functions carried out at Parkdale. It is readily seen that many items of work listed in Appendix "A" and "B" are similar. Again, it is requested that all of the functions asterisked (*) and listed in both Appendix "A" and Appendix "B", be defined as acceptable uses in Public Utilities Area "C" of the Official Plan since these functions are not obnoxious by reason of noise, odours, vibrations or visual intrusion. The Parkdale operation has co-existed with residential neighbours opposite on Sorauren Avenue, for 25 years without significant complaint.

Density

We understand but cannot agree with your unwavering position on the D1 density of the site. As stated previously we feel that a reduction from five times coverage to one times coverage is too severe and recommend that two times coverage is a reasonable compromise. Insofar as two times coverage is considered to be too open or lenient, it is suggested that ample control of the future development of these lands is retained by the City in the proposed height limiting and site plan controls.

Public Utilities Area "C"

The landscaping/buffering strip or side yard setback requested along the west boundary of Public Utilities Area "C", cannot be responded to with precision at this time. However, your suggested 20 foot (6 m) strip appears to be reasonable. Receipt of our Consultant's Study Report of the Combined Site, which is scheduled to be submitted about the end of September 1982, should guide us to more adequately deal with this question.

The value of the buffer strip at the south west corner, where the property abuts another industrial building, is questionable and should be reviewed.

Public Utility Area "A"

This designation is applied to the Ontario Hydro lands, south adjacent to the Hillcrest complex and my reason in mentioning it, is to point out that TTC has for many years leased about one acre of Hydro's right-of-way for use as a utility pole storage and handling yard. We plan to continue this arrangement and it may be that such use of Hydro's lands could be expanded in the future. This occupancy should be recognized in the Official Plan.

If any further discussion and/or information is required please do not hesitate to contact either Mr. S. B. Stein at 595-1595 or myself.

(Signed): H. M. Sweezie
Manager of Property & Special Assignments

Appendix "A"

TTC Hillcrest
Shops and Property

Pursuant to our decision to request that the Official Plan Recommendations be modified to include by name, the specific transit functions that occur on the Hillcrest property, in order to preclude as much as possible future rezoning applications, I am pleased to list them as follows:

Public Utility Area "B" (includes all of former TTC Yard)

* - Administration, Engineering and Personnel Offices
* - Centralized Transit Control and Communications facilities
* - Centralized Control of Traction Power Substations and Subway Station facilities
* - Driver Training Centre and Classrooms
* - Electrical and Electronic Shops and Test facilities
* - Electrical Substation, Building Service and Traction Power
* - Printing facilities
* - Warehousing Building and Storage Sheds
- Plant Operations Control Office and *Track Machine Shop and Welding Shop Building
* - Overhead (Trolley Line) Garage and Shop Building
- Overhead Materials Storage
- Rail Bending Building
- Track Layout Yard
- Track Materials Storage
- Sand Drying Building
- Various Building Trade Shops
- Heating Plant, Chimney and Fuel Oil Storage Tanks
- Parking, Transit Vechiles, Service Vehicles and Private Auto's
- The Main Shops Building which contains:
  - Streetcar, Trolley Coach and Bus Overhaul and major Maintenance facilities
  - Body Repair Shop
  - Blacksmith Shop
  - Welding Shop
  - Light and Heavy Machine Shops
  - Heavy Motor Repair and Rewinding Shop
  - Armature Repair and Rewinding Shop
  - Unit Overhaul Shops (Controllers, Compressors, Generators, etc.)
  - Woodmill and Carpentry Shop
  - Upholstering Shop
  - Fibre glass Lay-up Shop
  - Paint Stripping and Degreasing
  - Spray Paint Shop

* - Battery Charging Area

- Steam Cleaning Area
- Davenport Bus Garage
  - Fueling, Cleaning and Servicing buses, trucks and cars
  - Diesel Engine Repair and Adjustment
  - Automotive Unit Repair and Adjustment
  - Vehicle Wash rack
  - Tire Shop
* - Battery Charging Shop
- Bus Storage, *indoor and outdoor

In addition, Public Utility Area "C" has been imposed in a strip 35 metres wide on the west and north boundaries of the former Union Carbide property. The Public Utility Area "C" designation is designed to protect the adjacent residential district and is more restrictive in its uses than Area "B".

It is proposed that all of the uses marked by an asterisk (*) be specifically named as acceptable transit uses in Public Utility Area "C" including the following:

* - Ticket Distribution and Coin Sorting Centre
* - Records Retention Storage
* - Fare Box Repair (Light Machine Shop)
* - Furniture Repair and Storage
* - Employee Cafeteria

Appendix "B"

Parkdale Shops

Normally has from 20 to 30 buses under repair.

Undertakes the major overhauls and heavy repairs except body rebuilding and painting of TTC and GCL buses. It also performs all repairs on non-revenue automotive vehicles, and maintenance equipment, such as trucks, tractors, front end loaders, cranes, compressors, snow ploughs and blowers, etc.

The building contains the following shops and facilities:

- Heavy unit replacement shop; exchanges engines, transmissions, differential and drive shafts
* - Heavy unit overhaul shops; the stripping, inspection and rebuilding of engines, transmissions and differentials
* - Unit overhaul shops and inspection benches for generators, alternators, starter and blower motors, cylinder heads, hydraulic and safety valves, air conditioners, etc.
- Brake shop unit, including brake drum lathes and the fitting of brake shoes
* - Fuel injector, clean-room unit; an enclosed dust free environment for the assembly and testing of overhauled fuel injector units
- Welding shop for the build-up of worn components
* - Automotive machine shop
- Cleaning shop area; includes steam cleaning of parts and units, vapour degreasing tank unit, and an agitated hot soap tank
* - Tire shops, for the mounting and demounting of tires
* - Battery charging shop
* - Engine Dynometer Room, closed cell testing (quiet)
* - Chassis Dynometer Room
* - Stores, shipping and receiving

(*) It is proposed that all of the uses marked by an asterisk (*) be specifically named as acceptable transit uses in Public Utility Area "C".

Appendix 2

Permitted Toronto Transit Uses in Public Utility Area B

- Administration, Engineering and Personnel Offices
- Centralized Transit Control and Communications facilities
- Centralized Control of Traction Power Substations and Subway Station facilities
- Driver Training Centre and Classrooms
- Electrical and Electronic Shops and Test facilities
- Electrical Substation, Building Service and Traction Power
- Printing facilities
- Warehousing Building and Storage Sheds
- Plant Operations Control Office and Track Machine Shop and Welding Shop Building
- Overhead (Trolley Line) Garage and Shop Building
- Overhead Materials Storage
- Rail Bending Building
- Track Layout Yard
- Track Materials Storage
- Sand Drying Building
- Various Building Trade Shops
- Heating Plant, Chimney and Fuel Oil Storage Tanks
- Parking, Transit Vehicles, Service Vehicles and Private Auto's
- Streetcar, Trolley Coach and Bus Overhaul and major maintenance facilities
- Body Repair Shop
- Blacksmith Shop
- Welding Shop
- Light and Heavy Machine Shops
- Heavy Motor Repair and Rewinding Shop
- Armature Repair and Rewinding Shop
- Unit Overhaul Shops (Controllers, Compressors, Generators, etc.)
- Woodmill and Carpentry Shop
- Upholstering Shop
- Fibre glass Lay-up Shop
- Paint Stripping and Degreasing
- Spray Paint Shop
- Battery Charging Area
- Steam Cleaning Area
- Fueling, Cleaning and Servicing buses, trucks and cars
- Diesel Engine Repair and Adjustment
- Automotive Unit Repair and Adjustment
- Vehicle Wash rack
- Tire Shop
- Battery Charging Shop
- Bus Storage, indoor and outdoor
- Ticket Distribution and Coin Sorting Centre

- Records Retention Storage
- Fare Box Repair (Light Machine Shop)
- Furniture Repair and Storage
- Employee Cafeteria
- Heavy unit replacement shop; exchanges engines, transmissions, differential and drive shafts
- Heavy unit overhaul shops; the stripping, inspection and rebuilding of engines, transmissions and differentials
- Unit overhaul shops and inspection benches for generators, alternators, starter and blower motors, cylinder heads, hydraulic and safety valves, air conditioners, etc.
- Brake shop unit, including brake drum lathes and the fitting of brake shoes
- Fuel injector, clean-room unit; an enclosed dust free environment for the assembly and testing of overhauled fuel injector units
- Welding shop for the build-up of worn components
- Automotive machine shop
- Cleaning shop area; includes steam cleaning of parts and units, vapour degreasing tank unit, and an agitated hot soap tank
- Tire shop, for the mounting and demounting of tires
- Engine Dynometer Room, closed cell testing (quiet)
- Chassis Dynometer Room
- Stores, shipping and receiving

Appendix 3

Permitted Toronto Transit Commission Uses in Public Utility Area C

- Administration, Engineering and Personnel Offices
- Centralized Transit Control and Communications facilities
- Centralized Control of Traction Power Substations and Subway Station Facilities
- Driver Training Centre and Classrooms
- Electrical and Electronic Shops and Test facilities
- Electrical Substation, Building Service and Traction Power
- Printing facilities
- Warehousing Building and Storage Sheds
- Overhead (Trolley Line) Garage and Shop Building
- Battery Charging Area
- Ticket Distribution and Coin Sorting Centre
- Records Retention Storage
- Fare Box Repair (Light Machine Shop)
- Furniture Repair and Storage
- Employee Cafeteria
- Fuel injector, clean-room unit; an enclosed dust free environment for the assembly and testing of overhauled fuel injector units
- Engine Dynometer Room, closed cell testing (quiet)
- Chassis Dynometer Room
- Stores, shipping and receiving

June 21, 1982

Mr. Michael Sutton
Chairman
City of Toronto Planning Board
20th Floor, East Tower
New City Hall
Toronto, Ontario
M5H 2N2

Dear Mr. Sutton:

Bathurst-St. Clair Part II
Official Plan, Final Recommendations

This is further to our letter of June 9/82, a meeting on June 11/82 with planning staff and the subsequent planning staff report of June 16/82.

As outlined in our letter of June 9/82, we are dissatisfied with the proposed land use designation, 'Public Utility Area' which is recommended for our transformer station site and right-of-way. In addition, we are opposed to the proposed 'GH' zoning for our right-of-way. The proposed land use designation and zoning would essentially restrict permitted uses to electric power facilities, parks and parking. Our lands are presently designated 'Low Density Residential Area/Area of Permissable Industrial Use' in the City of Toronto, Part I Official Plan. The Comprehsnive Zoning By-law 20623 for the City presently zones our lands C2 V2 and C3 V2. Both the Official Plan and zoning by-law permit a range of uses on our property in keeping with the objectives for the general area.

The recommended land use designation and zoning will unnecessarily and overly restrict permitted uses. We ask that our land be treated as adjacent lands and be designated and zoned accordingly. We believe this would be in keeping with the objectives of the Part II report recommendations for the Bathurst-St. Clair planning area.

One other item which is of concern to us and which was outlined in our letter of June 9/82, is the height restriction of 14 m which would apply to our Bridgman Transformer Station site. This would result in some of our existing facilities becoming non-conforming uses as they presently exceed this height limit. This matter was discussed with planning staff at our meeting of June 11/82 although, it is not addressed in the planning staff report of June

16/82. It is our understanding based on discussions with planning staff that they will be recommending to the Land Use Committee that our facilities, which are subject to the height restriction, be exempted. This would resolve our concern.

We trust the foregoing clearly outlines our problem with the proposed land use designation and zoning.

We would be pleased to meet with members or staff to discuss this matter further should it be necessary.

For additonal information, please contact Mr. J. L. Ferguson at 592-3996.

(Signed): L. E. Milton, Manager
Land Use & Environmental
Planning Department
Ontario Hydro

Appendix 4(b)

June 9, 1982

Mr. Stephen G. McLaughlin
Commissioner
Planning and Development
Department
City of Toronto
City Hall
Toronto, Ontario
M5H 2N2

Attention: Mr. Saghir Ahmed
Area Planner

Dear Mr. Ahmed:

Bathurst-St. Clair Part II
Official Plan, Final Recommendations

We wish to acknowledge receipt of the subject report which was sent to Mr. H. K. Wright, Director of Ontario Hydro's Central Region. Thank you for providing us with an opportunity to comment on the report. We have now completed our review of the document and would like to make the following comments.

Within the subject area Ontario Hydro owns a right-of-way and a transformer station site. The right-of-way which parallels the north edge of the Canadian Pacific Railway right-of-way extends from Davenport Road on the east to Christie Street on the west. The Bridgman Transformer Station site is bounded by Davenport Road, Macpherson Avenue and Huron Street. We note that the maps in the report identify an area of encroachment on the north edge of our right-of-way between Kendal Avenue and Dartnell Avenue. Our property records indicate that the right-of-way is a uniform width of 81' in this area. We therefore request the maps in the report be modified accordingly.

We note that under ACTION PROGRAM 6.2 of the report, an extensive tree planting program is to be undertaken. While we are in general agreement with the concept, we wish to point out the incompatibility of trees and conductors and the dangers of planting below conductors. For this reason, we request that we be consulted to determine suitable planting sites in the vicinity of our facilities.

Of particular concern to us in the report, are the recommended changes to the zoning and land use designations for our right-of-

way and transformer station site. Our lands are presently zoned C2 V2, C3 V2 and designated 'Low Density Residential Area/Area of Permissible Industrial Use'. This report recommends the lands be designated 'Public Utility Area' and downzoned to GH and I1 D3. The result is that our lands would be restricted essentially to existing uses and parks, and the density permitted would be reduced from 5 times coverage to 3 times in the case of our transformer station site and to zero in the case of our right-of-way. We request that the existing zoning for our lands be retained and a different land use designation be assigned to our lands to permit a wider range of future uses.

In addition, we would point out that the height restriction proposed (14 m.) for the Bridgman Transformer Station site, would result in the building and some of the facilities becoming non-conforming uses as they exceed this height limit. However, retention of the existing zoning would eliminate this problem.

In view of the foregoing, we would appreciate a meeting to discuss these concerns.

To arrange a meeting or to obtain further details, please contact Mr. J. L. Ferguson, at 592-3996.

(Signed): L. E. Milton, Manager, Land Use & Environmental Planning Department

APPENDIX F

Submissions to the
Land Use Committee

VAUGHAN, WILLMS
BARRISTERS & SOLICITORS

MICHAEL B. VAUGHAN
JOHN R. WILLMS
DONNA S.K. SHIER
HARRY POCH
JUDITH A. SMALE

CITY CLERK'S OFFICE
NO ANS
REFER FILE
Aug 9 10 18 AM 82

Y (11)

416 863 0711

73 RICHMOND STREET WEST, SUITE 200
TORONTO, ONTARIO M5H 1Z4

August 9, 1982

RECEIVED
AUG 1982
COMMITTEE OF ADJUSTMENT

DELIVERED

Chairman and Members
~~Committee of Adjustment~~ Land Use Committee
City Hall
Toronto, Ontario
M5H 2N2

Dear Sirs:

Re: Item X, Agenda 4, August 9, Bathurst-St. Clair Part II Official Plan

Regretfully, I cannot be present to object that unlike in other similar areas the proposals contain no "outsize house" policy, i.e. a policy that would allow additional dwelling units in excessively large houses.

In light of current policies encouraging more effective utilization of existing housing stock as enunciated by the Mayor and others, should not houses that are five or six times the size of the average house be permitted to contain more than one dwelling unit? Is it really in the public interest and consistent with current policy to mandate as a matter of public policy in this area, unlike in South Hill or Rosedale, that excessively outsized houses are prohibited from having more than one dwelling unit?

You might consider it appropriate to authorize a study of whether additional dwelling units should be permitted in outsized houses in order to assist in meeting the City's housing goals and in preserving the house form buildings.

Yours very truly,

VAUGHAN, WILLMS

Michael B. Vaughan/km

Michael B. Vaughan

MBV:km

it was a single family house and that the Trustees and Ratepayers of Wychwood Park would object to a change in the designation, he proceeded with the offer.

In other words, it is our understanding that Mr. Vaughan purchased the house knowing that it was a single family dwelling, with knowledge of the conditions which existed and to which he now objects, and indicated that if he was not able to have the designation changed, he intended to live in the house as a single family dwelling.

Mr. Vaughan states that the house is unmarketable at a reasonable price for the purposes of a single family dwelling. However, an interested purchaser was in touch with the Trustees and with him at the time when he was finalizing his purchase.

Under the circumstances, the Trustees and Ratepayers Association wish to go on record that they are opposed to any change in the designation of the house.

Yours sincerely,

Signed: Senior Trustee President, Ratepayers Association

cc: Alderman Ying Hope
Alderman Ron Kanter

CITY CLERK'S OFFICE
NO ANS
REFER FILE
AUG 10 12 41 PM 82

Y (2)

August 9, 1982

Ms Gloria James
Secretary of The Land Use Committee
City Hall
Toronto, Ontario
M5H 2N2

Dear Ms James:

Re: Bathurst-St. Clair Part II Official Plan

Thank you for the opportunity of expressing my views with respect to the above report. Of particular concern to me as a property owner at the south east corner of Madison & Davenport are the recommended changes to permitted coverage and uses. The property is currently zoned C2V2. The report recommends the lands be downzoned to R4AZ3.

In the report there are several exceptions that have been made as to the permitted uses in this area. These exceptions listed are; a custom workshop, an artist's or photographer's studio, and a sample or showroom. This firm, located at 385 Madison Avenue is primarily an Investment Real Estate Brokerage office but does handle both property management and property appraisals.

When the property was purchased by this firm about a year ago 385 Madison was zoned C2V2 with no intent shown to change same. The adjoining building, 497 Davenport Road which is connected by two interior doorways was also zoned C2V2 but an intent to rezone to R2Z2 was indicated in 1974. However the current use Wholesale Broadloom Showroom was a commercial use. It was my intention at time of purchase to occupy 385 Madison Avenue immediately and to expand into 497 Davenport within 2 or 3 years and enlarge the premises at both addresses at a future date.

The intent of the proposed changes severely limits both expansion and use. I would therefore like to ask that the committee expand the list of permitted uses to include Real Estate Brokerage, Property Management and Appraisal.

Glenn M. Haskett Inc. Realtor 385 Madison Avenue Toronto Ontario M4V 2W7 Telephone 922-5777

August 9, 1982

Re: Bathurst-St. Clair Part II Official Plan

cont'd

The downgrading of the coverage from 5 to 1 times lot area would certainly restrict the ability to expand the premises. I would therefore ask the committee to consider a coverage of at least twice lot size. With this deputation I hereby register the two requests and ask that they be recorded by the committee and given serious consideration.

Sincerely yours,

GLENN M. HASKETT INC.

Glenn M. Haskett, MBA

GMH/ls

JUL 27 1982

(5)

668/0102
Copy at 668/0/003

TORONTO TRANSIT COMMISSION

1900 YONGE STREET, TORONTO, CANADA, M4S 1Z2
TELEPHONE (416) 481-4252, TELEX 06524670

Include this for public discussion.
Ying Hope

JULIAN PORTER, Q.C. — CHAIRMAN
KARL L. MALLETTE — VICE-CHAIRMAN
PAUL GODFREY
JEFFERY S. LYONS, Q.C.
JUNE ROWLANDS — COMMISSIONERS
ALFRED H. SAVAGE — CHIEF GENERAL MANAGER
LLOYD G. BERNEY — GENERAL MANAGER OPERATIONS
STANLEY T. LAWRENCE — GENERAL MANAGER - ENGINEERING AND CONSTRUCTION
DAVID C. PHILLIPS — GENERAL SECRETARY

Y (3)

July 22, 1982

N/UC MR
Copy given & cleared

Saghir

Mr. P.J. Bedford
Programme Manager
West Central Section
City of Toronto
Planning and Development Department
18th Floor, East Tower
City Hall
Toronto, Ontario
M5H 2N2

Attention: Mr. S. Ahmed

Dear Sir:

Re: Bathurst/St. Clair District
Official Plan Part II
Recommendations - TTC Hillcrest
and Former Union Carbide Properties
Complex

Thank you for the productive meeting with yourself and Mr. Saghir Ahmed on Friday, July 16, 1982 and attended by Mr. S.B. Stein of Weir & Foulds and myself.

We were, of course, pleased at your acceptance of our request to adjust the wording of the Part II Recommendations in order to better define in specific terms the existing uses on the property. A revised list similar to the copy left with you, but incorporating the pencilled additions, and one correction, wherein batteries are no longer repaired, is attached as Appendix "A".

..2/

Parkdale

With respect to the proposed relocation of Parkdale Shops to Hillcrest, I am pleased to attach as Appendix "B", a list of the work functions carried out at Parkdale. It is readily seen that many items of work listed in Appendix "A" and "B" are similar. Again, it is requested that all of the functions asterisked (*) and listed in both Appendix "A" and Appendix "B", be defined as acceptable uses in Public Utilities Area "C" of the Official Plan since these functions are not obnoxious by reason of noise, odours, vibrations or visual intrusion. The Parkdale operation has co-existed with residential neighbours opposite on Sorauren Avenue, for 25 years without significant complaint.

Density

We understand but cannot agree with your unwavering position on the D1 density of the site. As stated previously we feel that a reduction from five times coverage to one times coverage is too severe and recommend that two times coverage is a reasonable compromise. Insofar as two times coverage is considered to be too open or lenient, it is suggested that ample control of the future development of these lands is retained by the City in the proposed height limiting and site plan controls.

Public Utilities Area "C"

The landscaping/buffering strip or side yard setback requested along the west boundary of Public Utilities Area "C", cannot be responded to with precision at this time. However, your suggested 20 foot (6 m) strip appears to be reasonable. Receipt of our Consultant's Study Report of the Combined Site, which is scheduled to be submitted about the end of September 1982, should guide us to more adequately deal with this question.

The value of the buffer strip at the south west corner, where the property abuts another industrial building, is questionable and should be reviewed.

Public Utility Area "A"

This designation is applied to the Ontario Hydro lands, south adjacent to the Hillcrest complex and my reason in mentioning it, is to point out that TTC has for many years leased about one acre of Hydro's right-of-way for use as a utility pole storage and handling yard. We plan to continue this arrangement and it may be that such use of Hydro's lands could be expanded in the future. This occupancy should be recognized in the Official Plan.

..3/

If any further discussion and/or information is required please do not hesitate to contact either Mr. S.B. Stein at 595-1595 or myself.

Yours very truly,

H.M. Sweezie
Manager of Property
& Special Assignments

1-90-11

Appendix "A"

TTC Hillcrest

Shops and Property

Pursuant to our decision to request that the Official Plan Recommendations be modified to include by name, the specific transit functions that occur on the Hillcrest property, in order to preclude as much as possible future rezoning applications, I am pleased to list them as follows:

Public Utility Area "B" (includes all of former TTC Yard)

* - Administration, Engineering and Personnel Offices
* - Centralized Transit Control and Communications facilities
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* - Electrical Substation, Building Service and Traction Power
* - Printing facilities
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  - Welding Shop
  - Light and Heavy Machine Shops

- Heavy Motor Repair and Rewinding Shop
- Armature Repair and Rewinding Shop
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- Woodmill and Carpentry Shop
- Upholstering Shop
- Fibre glass Lay-up Shop
- Paint Stripping and Degreasing
- Spray Paint Shop
* - Battery Charging Area
- Steam Cleaning Area

- Davenport Bus Garage
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  - Diesel Engine Repair and Adjustment
  - Automotive Unit Repair and Adjustment
  - Vehicle Wash rack
  - Tire Shop
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In addition, Public Utility Area "C" has been imposed in a strip 35 meters wide on the west and north boundaries of the former Union Carbide property. The Public Utility Area "C" designation is designed to protect the adjacent residential district and is more restrictive in its uses than Area "B".

It is proposed that all of the uses marked by an asterisk (*) be specifically named as acceptable transit uses in Public Utility Area "C" including the following:

* - Ticket Distribution and Coin Sorting Centre
* - Records Retention Storage
* - Fare Box Repair (Light Machine Shop)
* - Furniture Repair and Storage
* - Employee Cafeteria

July 20, 1982

Appendix "B"

Parkdale Shops

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Undertakes the major overhauls and heavy repairs except body rebuilding and painting of TTC and GCL buses. It also performs all repairs on non-revenue automotive vehicles, and maintenance equipment, such as trucks, tractors, front end loaders, cranes, compressors, snow ploughs and blowers, etc.

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- Heavy unit replacement shop; exchanges engines, transmissions, differential and drive shafts
* - Heavy unit overhaul shops; the stripping, inspection and rebuilding of engines, transmissions and differentials
* - Unit overhaul shops and inspection benches for generators, alternators, starter and blower motors, cylinder heads, hydraulic and safety valves, air conditioners, etc.
- Brake shop unit, including brake drum lathes and the fitting of brake shoes
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- Welding shop for the build-up of worn components
* - Automotive machine shop
- Cleaning shop area; includes steam cleaning of parts and units, vapour degreasing tank unit, and an agitated hot soap tank
* - Tire shop, for the mounting and demounting of tires
* - Battery charging shop
* - Engine Dynometer Room, closed cell testing (quiet)
* - Chassis Dynometer Room
* - Stores, shipping and receiving

(*) It is proposed that all of the uses marked by an asterisk (*) be specifically named as acceptable transit uses in Public Utility Area "C".

July 20, 1982

Note: Y4 in September 28th. report

Y(57)

WEIR & FOULDS

BARRISTERS AND SOLICITORS

K A FOULDS, Q.C
J P HAMILTON
J J. CARTHY, Q.C.
M.J McQUAID, Q.C.
B FINLAY
L.J O'CONNOR
L C E. BROWN
J G COWAN
B HEBERT
J.S PRYPASNIAK
J.D CAMPBELL
R E HAWKINS

H.S.O MCRRIS, Q.C
A. McN. AUSTIN
J.D. McKELLAR, Q.C
N.W.C. ROSS
R.W. ROSENMAN
W.A.D MILLAR
R.S. SLEIGHTHOLM
J.L LAX
D.R ELVER
C.J. TZEKAS
K. PREHOGAN
J.G. RICHARDS

R.B. ROBINSON, Q.C
M.S ARCHIBALD, Q.C
G.J. SMITH, Q.C.
W.T.R. WILSON
S.B. STEIN
R.R WOZENILEK
P.M. PERELL
J.D WINBERG
M.A. GRAY
B.N McLELLAN
J.M. BUHLMAN
L.A. BURGER

CANADA LIFE BUILDING
SIXTH FLOOR
330 UNIVERSITY AVENUE
TORONTO, CANADA M5G 1S2

TELEPHONE. (416) 595-1595

CABLE ADDRESS MASEMIDON
TELEX: 06-22471
TELECOPIER 593-5582

October 1, 1982

DELIVERED

Chairman & Members of The Land
Use Committee,
c/o City Clerk's Office,
2nd Floor,
City Hall,
Toronto, Ontario

Dear Sirs:

Re: Land Use Agenda for October 4, 1982
Item Y, Bathurst - St. Clair Part
II Official Plan

We are acting on behalf of the Toronto Transit Commission and have been working with the City Planning Staff towards resolving the Commission's concerns respecting their property at Bathurst and Davenport.

We have reviewed the staff report with the Commission and although many of the outstanding issues have been resolved, there are still numerous matters which will require further discussion with City Staff. There are relevant important matters such as buffer areas and permit uses.

In these circumstances, we would like an opportunity to continue discussions with the staff and ask that the Recommendations in the report that relate to the Toronto Transit Commission be deferred.

Yours very truly

WEIR & FOULDS
Per:

Stanley B. Stein

SBS:jkt
cc: Paul J. Bedford, Esq.

TRUMAN & JENNINGS

PLANNING & DEVELOPMENT CONSULTANTS

103 CHURCH STREET
SUITE 201
TORONTO, ONTARIO
M5C 2G3

ROBERT TRUMAN
CHRISTINA JENNINGS
(416) 366-8919

Y(6)

September 30, 1982 DELIVERED

Chairman and Members
Land Use Committee
City Hall
Toronto, Ontario

Dear Sirs:

RE: Bathurst - St. Clair Part II
Official Plan - Final Recommendations

I have been retained by two property owners who own land affected by the above plan. Trivest Developments Limited who own 653 and 657 Davenport Road and Patterson Spring Service Limited that owns 645 Davenport Road and property on either side of it.

Unfortunately, given the short period of time we were notified of your meeting, it is not possible for us to attend and made a proper deputation on this matter.

Briefly, I should state that both my clients object to the proposed Official Plan and Zoning Bylaw recommendations for their properties. The Plan proposes a "low density residence" designation and a zoning of R2 Z3.

The uses of my client's properties are presently non-conforming. Trivest Developments Limited has offices in both their buildings. Patterson Spring Service Limited manufactures and services springs for use in cars and trucks. The latter company is a family run business which employs some fifteen people at this location. They have operated at this location for some time.

Both clients object to the present planning proposals which continue the non-conforming situation. Both clients were in support of the planning proposals contained in "Proposals Report" dated October 1978. This document proposed a "General Use" designation which recognized the mixed use aspect of this block of Davenport Road between Howland and Albany Avenues. The proposed zoning contained in the October 1978 document was CR L2 U60 (imperial).

...2

My clients would request your Committee to approve the designation and zoning proposed in the October 1978 "Proposals Report". We believe that such a designation and zoning is more appropriate for these lands given the existing uses and given the location on Davenport Road.

Thank you for your consideration.

Yours truly,

TRUMAN & JENNINGS

per Christina Jennings

TORONTO TRANSIT COMMISSION

1900 YONGE STREET, TORONTO, CANADA M4S 1Z2
TELEPHONE (416) 481-4252, TELEX 06524670

JULIAN PORTER Q.C. — CHAIRMAN
KARL L. MALLETTE — VICE-CHAIRMAN
PAUL GODFREY
JEFFERY S. LYONS, Q.C.
JUNE ROWLANDS
COMMISSIONERS

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DAVID C. PHILLIPS — GENERAL SECRETARY

Y(7)

October 1, 1982

Chairman and Members of the
Land Use Committee
2nd Floor
City Hall
TORONTO, Ontario

Attention: Ms. Gloria James

Dear Committee Members:

Re: Bathurst - St. Clair, Part II Official Plan,
Final Recommendations - TTC Hillcrest Complex

Thank you for the copy of the Final Recommendations Report dated September 28, 1982.

While good progress has been made with Planning Staff and the Citizens Working Committee, towards resolving some of our differences, there are several statements, issues and changes in the report, to which we object, and/or require clarification or further definition of, as follows:

1. Fence (page 6) the words "before any construction begins in the Hillcrest complex" are not acceptable in that:

   1.1 the subject fence should be related only to work in Area "C", and would be installed as one of the first items of building construction in Area "C".

   1.2 part of the existing chain link fence, near its north end, sits atop or adjacent to an old retaining wall which may require to be replaced, depending upon the level of grade in the yard (yet to be established in master plan).

   1.3 when finished grades are established, considerable earth moving may be required.

1. 1.4 new retaining wall or berms may be required.

   1.5 the form and shape of the 20-foot planter strip may influence the placement and/or height of fence, the subject fence should be related only to work in Area "C" and would be installed as one of the first items of building construction in Area "C".

2. Landscaped Buffer Strip (page 6)
   The words "mature trees" should be altered to "mature nursery stock trees" similarly thick shrubs should be defined as those mature shrubs normally sold by nurseries.

3. Setback (page 6)
   On page 5 of this report, and in previous reports to the Land Use Committee, and on the Agenda for the meeting with the Working Committee, copy attached, this item heretofor deals with setback/buffer only on the WEST property line, what change justifies the addition of the NORTH boundary?
   The north boundary setback is not acceptable, since it fronts on the 66-foot width of Davenport Road which is one of the main access frontages to the property.
   Deletion of the northern boundary reference from the report is requested.

4. Discussion (page 4)
   In total, two members of the Citizens Working Committee, one Alderman and two Planning Staff found it convenient to attend the tour of Parkdale Garage.
   The report states that based on this tour certain deletions of essential shop functions were requested.
   The basis of objection appears to be "noise" generations however, it is submitted that this position is not reasonably or fairly justified, as follows:

   4.1 while TTC labels the units as "heavy" this is a relative term pertaining to a medium sized diesel engine, and in the industrial or manufacturing sense, such units would indeed be considered light or at worst, considered medium sized.

   4.2 the objectionable functions are not as noisy as those cutting, crimping process and conveyor/packing machines used by the former Union Carbide plant, which the residents agree was an acceptable "good neighbour" operation.

4. 4.3 the renovated building, or new shop structure if required to be built in Area "C", would be constructed to latest environmental and building code standards which includes the control of noise, internally, other emissions etc.

4.4 a number of very good building materials, for the absorption and reduction of noise are available, and would be used where required.

4.5 these requests of the Working Committee extend beyond reasonable limits, in that they may seriously interfere with the proper and efficient work flow layout of this major repair facility.

We submit that the Commission, in agreeing to a 20-foot wide planting strip along the westerly boundary of its property, for residential screening purposes, plus generous fire lane/secondary driveway adjacent to any building to be constructed in Area "C" has provided a separation wider than many city streets and should not have its plans penalized or curtailed further by the premature denial of important work functions, which are to be contained in a structure yet to be designed.

Density (page 7)
We cannot agree with the D1 density coverage and again reiterate that a sweeping reduction from the present five times coverage down graded to a one times coverage in density is too severe; and represents a serious and unjustified erosion of property value. Again, it is suggested that two times coverage is a much more reasonable compromise and one that would be acceptable by the Commission. Two times density coverage of the Hillcrest Complex is hereby requested.

Yours very truly

H.M. SWEEZIE
Manager of Property and
Special Assignments

1-90-11

September 15, 1982

Report of the Working Committee

At a public meeting held on August 16, 1982, the Working Committee on the Expansion of the T.T.C. Hillcrest Yards was formed. The Committee has discussed the following proposals with the T.T.C.:

1. Uses: Do not locate the following uses in restricted Area C:

   . heavy unit overhaul shops; the stripping, inspection and rebuilding of engines, transmissions and differentials

   . unit overhaul shops and inspection benches for generators, alternators, starter and blower motors, cylinder heads, hydraulic and safety valves, air conditioners, etc.

   . automotive machine shop

   . tire shop, for the mounting and demounting of tires

2. Landscaped buffer strip and setback along the western boundary

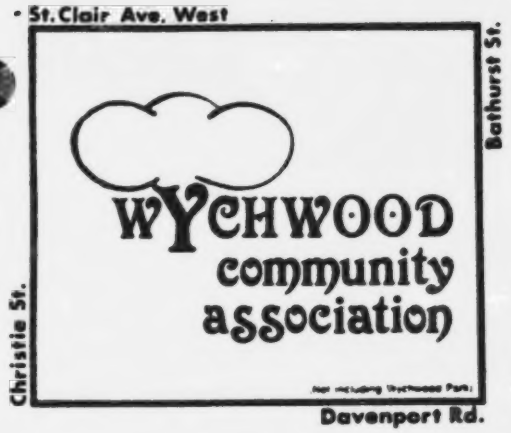
   Provide a 50-foot setback including a 20 foot landscaped buffer strip along the western boundary. The remaining 30 feet could be used as a paved area for circulation and servicing purposes.

3. Requirements for an effective landscaped buffer strip

   Planting of mature trees and thick shrubs; a 5-6 foot high privacy fence

4. Fence: The new fence is to be installed immediately or in the near future.

The Working Committee has reached agreement on Proposals 2 and 3, but could not resolve Proposals 1 and 4.



Y(8)

October 4, 1982

Chairman and Members
City of Toronto Land Use Committee
City Hall

Dear Aldermen,

Re: Final Recommendations - Bathurst-St. Clair
Official Plan Part II

The Executive of the Wychwood Community Association is pleased that the Part II has finally reached this stage; we are anxious to see it adopted by City Council and approved by the Ontario Municipal Board. However, we still have specific concerns regarding two subjects that have not been precisely and firmly addressed by the Plan. These are street lighting and setbacks in the CR zones.

Street lighting - Reacting in great shock to the seemingly ever increasing and almost insidious conversion of Toronto's traditional incandescent street lighting, members of the Wychwood Community indicated at least three years ago during the Part II process their desire to retain incandescent lighting throughout our community and thereby prohibit the installation of any gas disharge high intensity lighting anywhere in the Bathurst-St. Clair area. Notwithstanding these repeated desires, the Plan still does not specifically state this. We appeared before the Planning Board on June 21st requesting this but again our specific concerns have not been dealt with in a satisfactory method. It is not enough to request the Commissioner of Public Works to note that incandescent lighting be retained as "the dominant form of street lighting". The Executive of the Wychwood Community Association wishes the following clearly included within

..2

the Part II Official Plan as an integral component thereof:

"That incandescent lighting be the sole source of all street lighting in the Bathurst-St. Clair area, including all public roadways, lanes and pedestrian thoroughfares."

CR setbacks - Thanks to the efforts of this Association, a new mixed-use development at the southeast corner of Bathurst and St. Clair was constructed basically at the front lot lines despite the developers' initial and vociferous demands for extensive front setbacks. This would have resulted in a disastrous aberration to the pedestrian nature of the Bathurst-St. Clair commercial zones, especially at the main intersection of the district. Instead of an unseemly parking lot in front of this development, the developer agreed to locate all parking behind the building. Thus, the existing building setback was maintained and the pedestrian nature preserved. The Executive of the Wychwood Community Association wishes the following clearly included within the Part II Official Plan:

"To ensure that the pedestrian nature of the CR zones along Vaughan Road, Bathurst Street and St. Clair Ave. West be maintained, a maximum setback has been specified for the front of all non-residential buildings and non-residential portions of mixed-use buildings. All such buildings must be built within one-half metre of the front lot line to prevent any new development from being set back away from the sidewalk, and thereby preventing the installation of vehicular parking facilities between the building and the sidewalk."

The Executive would appreciate your careful consideration of these two matters dealing with street lighting and CR setbacks. Their inclusion within the Part II as requested would be appropriate.

Yours truly,

Howard J. Levine

Howard J. Levine
President

Sealtest

Dominion Dairies Limited
Laiteries Dominion Limitée

Toronto District

Y(9)

~~August 9, 1982.~~ Sept 4th/82

LAND USE COMMITTEE

Thank you for the opportunity to explain our position on the recommendations being presented to you by the Planning and Development Department.

We, Dominion Dairies Limited, a wholly owned subsidiary of Ault Foods Ltd. and in turn John Labatt Ltd., were acquired by Ault Foods Ltd. in May 1981.

Our Fluid milk operation at 235 Walmer Rd. is the largest pasteurizing plant within our Company and, in fact, the largest in Canada. Dominion Dairies Ltd. or its predecessors have operated a dairy plant at this same location since 1914.

As you can well imagine having been recently acquired, our long range plans have not yet been set out, but nevertheless we do not foresee in the short or medium term moving out of our present location.

With this in mind and considering the original suggestion of 10% by the Planning and Development Department, we feel this is insufficient for even minor modifications. The 30% now being presented would at least make possible modifications that would enhance our efficiencies by a great amount.

The changes and additions that we would be making would be primarily in our refrigerated space, product shipping and materials handling. This would not have the effect of increasing the number of people at the location nor the number of vehicles, but it would give us manoeuvring room to run a more efficient dairy.

FINAL RECOMMENDATIONS

bathurst - st. clair

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

APRIL 1982

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Introductory Notes

The Proposals report of 1978 for Bathurst-St. Clair was prepared entirely in Imperial measure. Specifically, heights were expressed in feet and residential density was expressed in units per acre. This Final Recommendations report has been prepared in metric measure in keeping with Council policy. However, for comparison purposes, the proposed zoning of the Proposals report has been converted into metric measures and presented in this report as "Proposed Zoning, 1978" on Map 5.

The following table could be used when converting a figure from metric to Imperial measures.

Units per Hectare		Units per Acre
150 uph	=	60 upa
200 uph	=	80 upa
300 uph	=	120 upa

Metres		Feet
12 m	=	38 ft.
14.0 m	=	45 ft.
18 m	=	60 ft.
20 m	=	65 ft.

1 Background

1.1 Introduction

This report makes final recommendations for a Part II Official Plan for the Bathurst-St. Clair Study Area. Bathurst St. Clair is located immediately to the north of the City's Central Area and is bounded on the south by the Canadian Pacific Railway lands, on the east by Spadina Road and Davenport Road, on the north by the City limits just north of St. Clair Avenue, and on the west by Christie Street (Map 1).

The Bathurst-St. Clair study was initiated in response to a number of local concerns. These included possible pressure for redevelopment in and around the neighbourhoods due to the installation of the new Spadina subway line, revitalization of the business district around the Bathurst/St.Clair/Vaughan intersections, protection of the Nordheimer Ravine, preservation of the escarpment, and the future use of institutional and industrial lands.

City Council established the Bathurst-St. Clair Task Force to work with planning staff during the study. Membership on the Task Force included residents, businessmen, representatives from the local school and churches, and the Ward 5 Aldermen. Three sub-committees were formed to identify the issues, problems and assets pertaining to redevelopment and renewal; traffic and transit; in addition to recreation, social services and institutions. A series of background papers were prepared out of which came the report entitled "Statement of Goals and Objectives". This report has served as the basis for many of the planning policies that have been developed for Bathurst-St. Clair.

In October, 1978 the report entitled "Official Plan Proposals: Bathurst-St. Clair" was submitted to the Planning Board. The Board adopted the recommendations that the report be distributed throughout the local community and that two public meetings be held in December, 1978. The Official Plan designations and zoning proposed in that report are shown on Maps 4 and 5. (Maps 2 and 3 show the existing Part I Official Plan and zoning for Bathurst-St. Clair).

1.2 Public Discussion of the Proposals Report

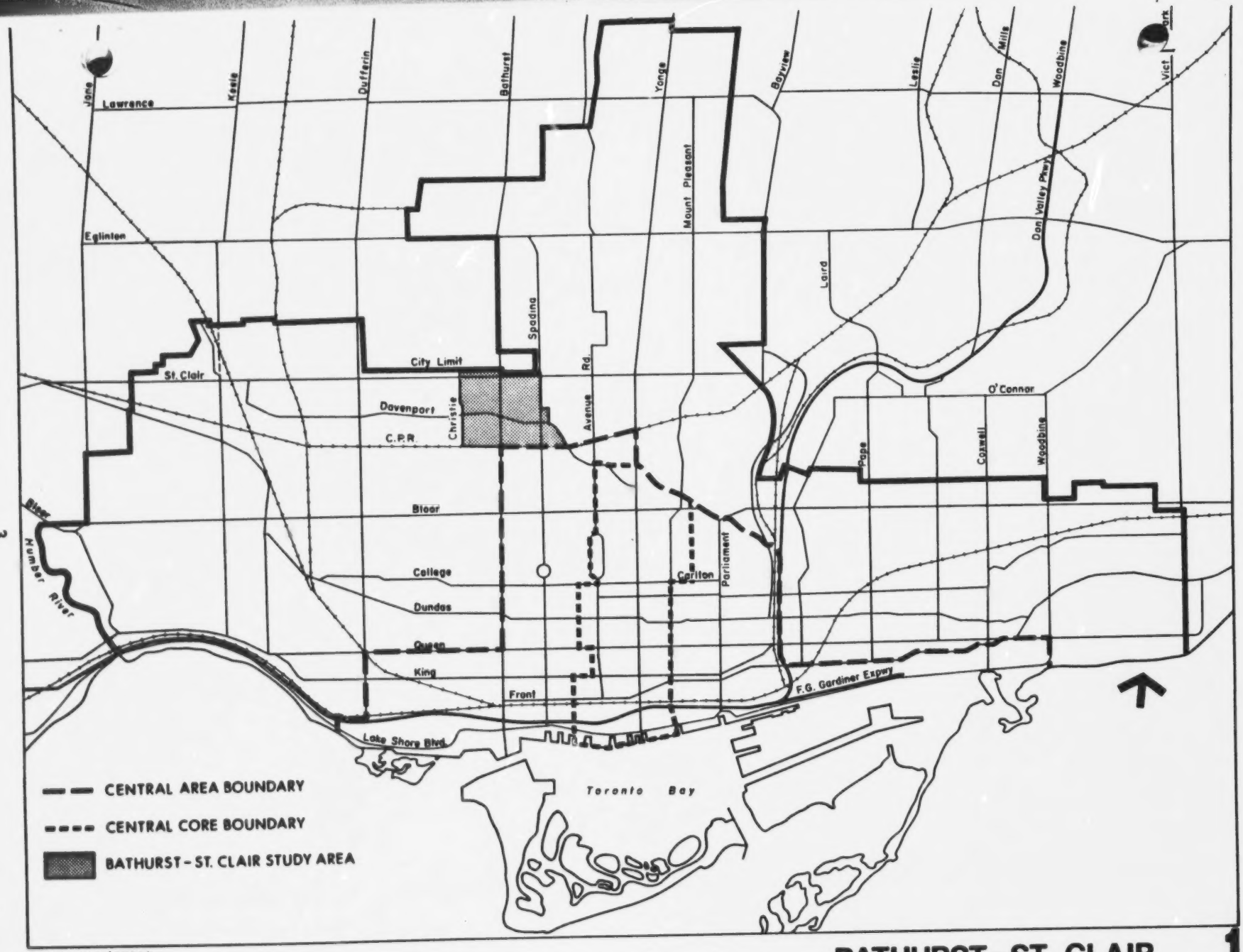
The Official Plan Proposals report was widely distributed throughout Bathurst-St.Clair and a summary of the report was mailed to all property owners and tenants within the study area as well as those within 1,000 feet of its boundaries. The Planning Board held two public meetings on December 5th and 6th, 1978 to hear comments regarding the proposals. Prior to these meetings, staff met informally with interested community groups to discuss the report.

This Final Recommendations report responds to comments obtained from the public review and makes certain revisions to the Proposals. In addition, changes and refinements have been made as a result of planning staff work that has been done since the preparation of the Proposals report. Most of the changes have been discussed with community associations at a series of meetings held between April and October, 1981.

1.3 Summary of Proposed Policies in the Final Recommendations Report

A brief summary of policies as set out in this Final Recommendations report is provided below. These policies reflect a number of basic objectives for Bathurst-St. Clair. These can be summarized as follows:

- to maintain a good quality of residential environment in the existing neighbourhoods
- to encourage a moderate amount of development and renewal along the commercial strips, particularly around the St. Clair West Subway Station
- to protect the natural state of the escarpment and the Nordheimer Ravine



REF. No. 668/73060

BATHURST-ST. CLAIR

OFFICIAL PLAN PART II STUDY

MARCH, 1981

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

1

STUDY AREA IN CONTEXT

- to preserve Casa Loma and other historic properties in the vicinity and increase their accessibility to the public

- to encourage the production of new housing on some industrial sites.

Maps 6 and 7 show the revised proposed Official Plan designations and zoning that are recommended in this report.

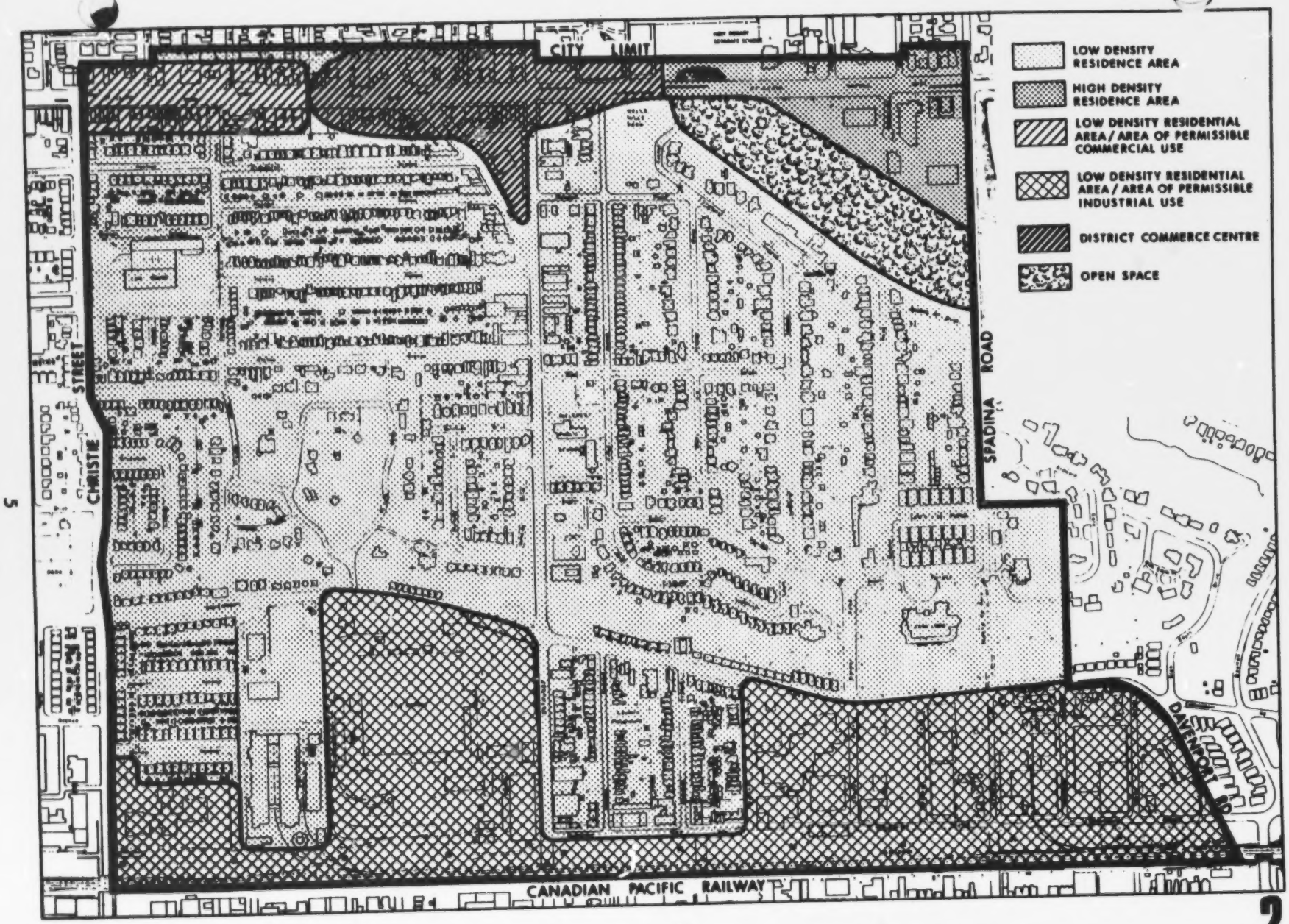
1.3.1 Low Density Residence Area

Most residential areas in Bathurst-St. Clair are now designated Low Density Residence Area and would retain this designation in the Official Plan Part II. This indicates that the areas are to remain much as they are now - that is, as stable, low rise neighbourhoods suitable mainly for families with children. Since major redevelopment is not to be encouraged, the maximum building density would be restricted by the Part II Official Plan for most properties to 1.0 times the area of the lot. A somewhat greater density of 1.35 would be available where special encouragement is desired, in particular, for the construction of low-to-moderate income housing and the replacement of industrial uses with housing.

It is expected that much of the new development which might occur in the neighbourhoods will require a zoning amendment since the proposed zoning reflects the existing built densities, which are, in most cases, below the proposed Official Plan maximum. The Part II Plan would specify a number of design guidelines for Council to consider in reviewing whether or not a new project requiring a rezoning is compatible with the area in which it is to be built.

1.3.2 High Density Residence Area

The north-east corner of the Planning District is proposed as a High Density Residence Area in recognition of the existing apartment development in the area. In this High Density Residence Area a density of 2.0 times the area of the lot and a height limit of 14 metres (45 feet) is recommended.

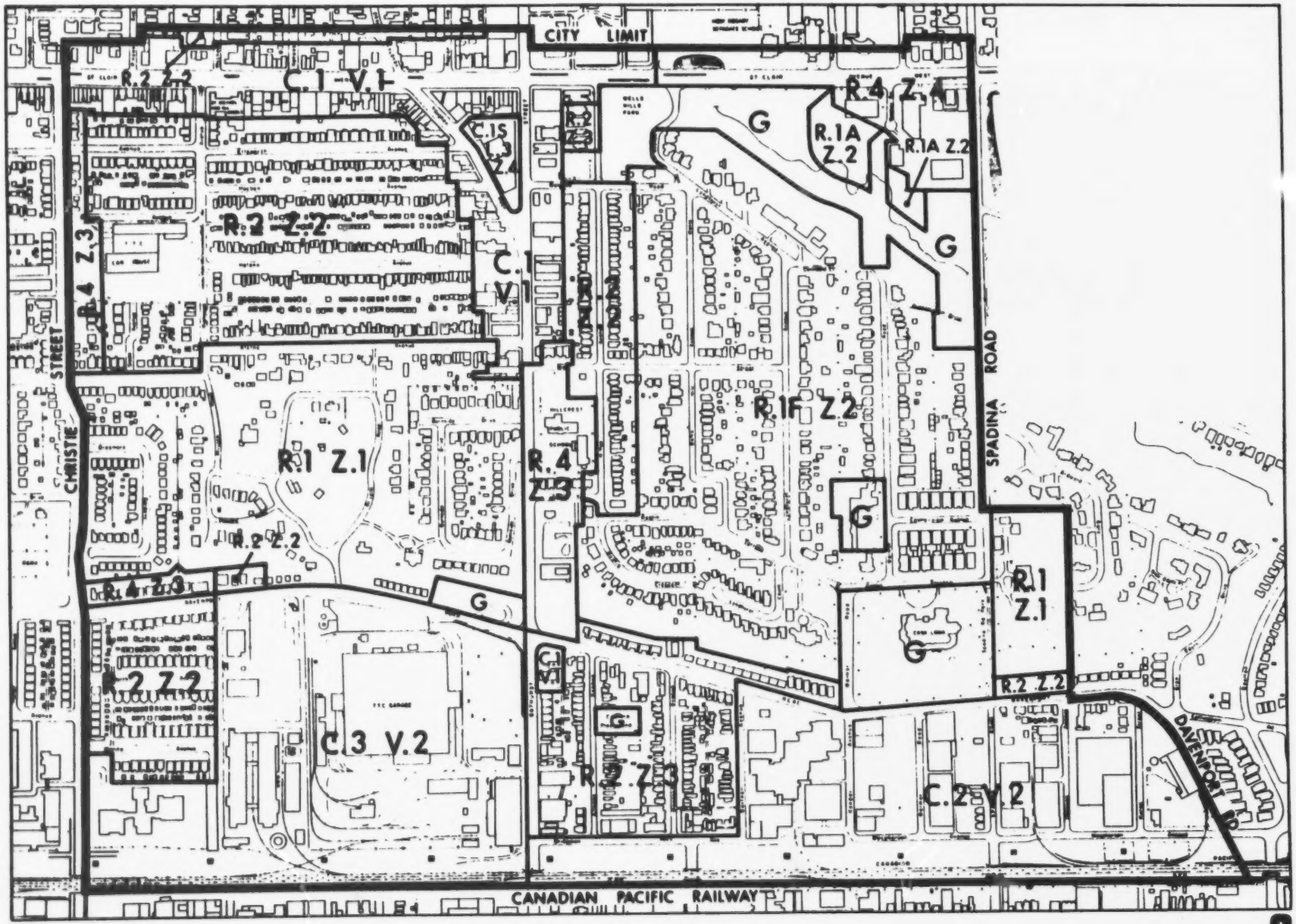

CITY LIMIT
LOW DENSITY RESIDENCE AREA
HIGH DENSITY RESIDENCE AREA
LOW DENSITY RESIDENTIAL AREA / AREA OF PERMISSIBLE COMMERCIAL USE
LOW DENSITY RESIDENTIAL AREA / AREA OF PERMISSIBLE INDUSTRIAL USE
DISTRICT COMMERCE CENTRE
OPEN SPACE
CHRISTIE STREET
SPADINA ROAD
AVENUE RD
CANADIAN PACIFIC RAILWAY

2

EXISTING OFFICIAL PLAN PART I

0 100 200m

BATHURST - ST. CLAIR
OFFICIAL PLAN PART II STUDY
MARCH, 1982
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT



EXISTING ZONING

0 100 200m

BATHURST - ST. CLAIR

OFFICIAL PLAN PART II STUDY

RCH, 1982

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPART[illegible]T

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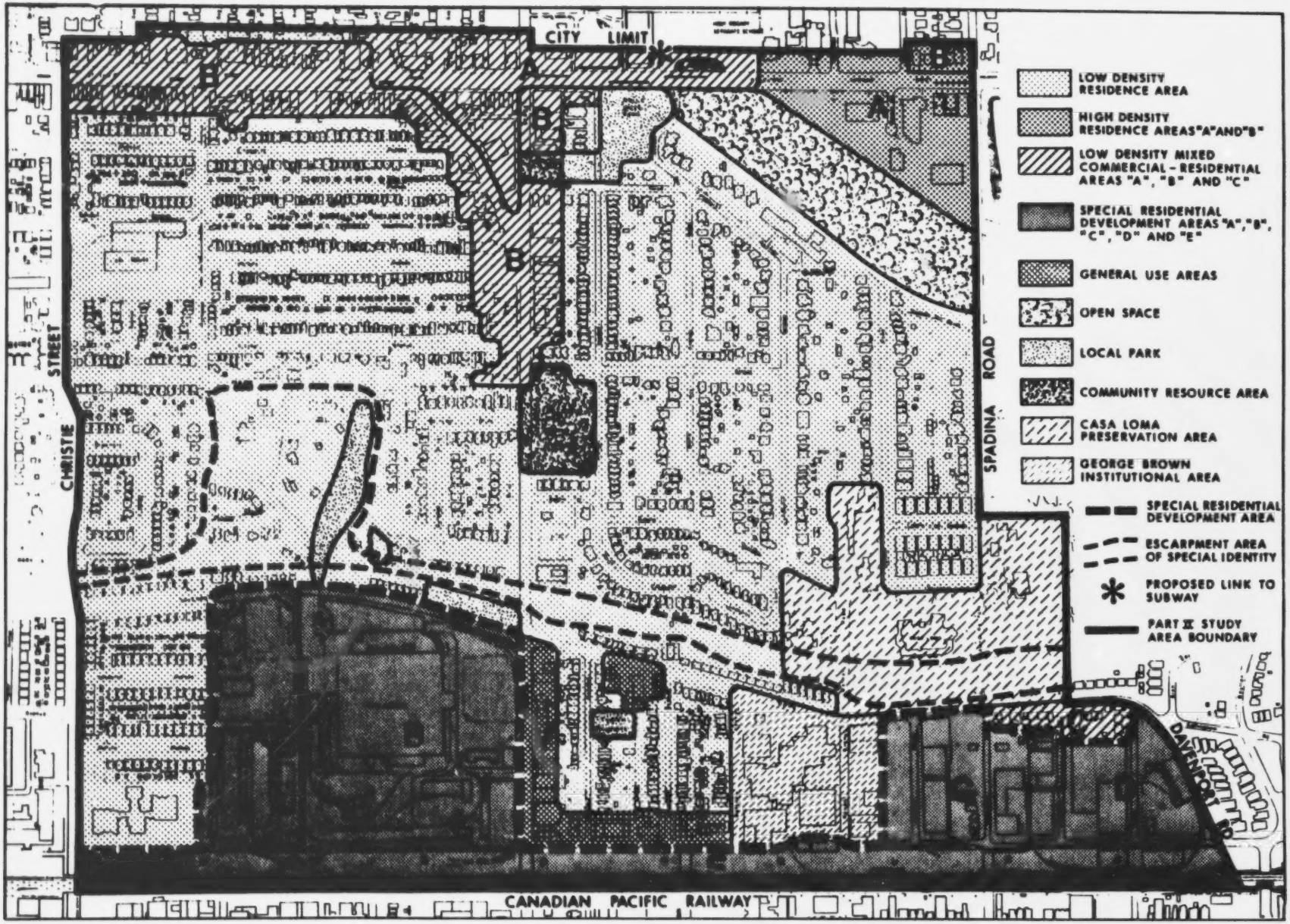
1.3.3 Low Density Mixed Commercial-Residential Areas

The sections of Bathurst Street, St.Clair Avenue and Vaughan Road which are comprised mainly of small scale buildings containing stores, offices and apartments are proposed to be designated Low Density Mixed Commercial-Residential Areas A, B and C. In general, moderate amounts of development would be permitted in these Areas, with encouragement given to buildings which provide a combination of commercial space and residential units. Senior citizens' housing is also considered to be appropriate. However, general retail commercial would not be encouraged in Area C.

The proposed densities for Area A are 2.0 times the area of the lot for commercial uses, 200 units per hectare for conventional housing and 500 units per hectare for senior citizens' housing. For Areas B and C the proposed densities are 1.0 and 0.5 times the lot area respectively for commercial uses, 200 units per hectare for conventional housing and 400 units per hectare for senior citizens' housing. In all three areas, an additional density of 25 per cent would be available for housing suitable for low-to-moderate income households (assisted housing).

The non-residential properties at the sout-east corner of Davenport Road and Bathurst Street comprise the Low Density Mixed Commercial-Residential Area D. In this area, commercial uses up to a density of 1.0 and residential uses up to a density of 150 units per hectare would be permitted.

The south side of Davenport Road between Spadina Road and Huron Street is proposed for designation as Low Density Mixed Commercial-Residential Area E. The Plan would allow residential uses and non-retail commercial uses which do not generate high levels of traffic or a high demand for parking. The zoning recommended is R4A which permits both residential uses and office uses. In addition, a custom workshop, an artist's or photographer's studio and a sample or showroom would be permitted. The maximum density would be 1.0 times the area of the lot which was selected to encourage the retention of the existing houses.



PROPOSED OFFICIAL PLAN PART II, 1978

0 100 200m

BATHURST - ST. CLAIR
OFFICIAL PLAN PART II STUDY

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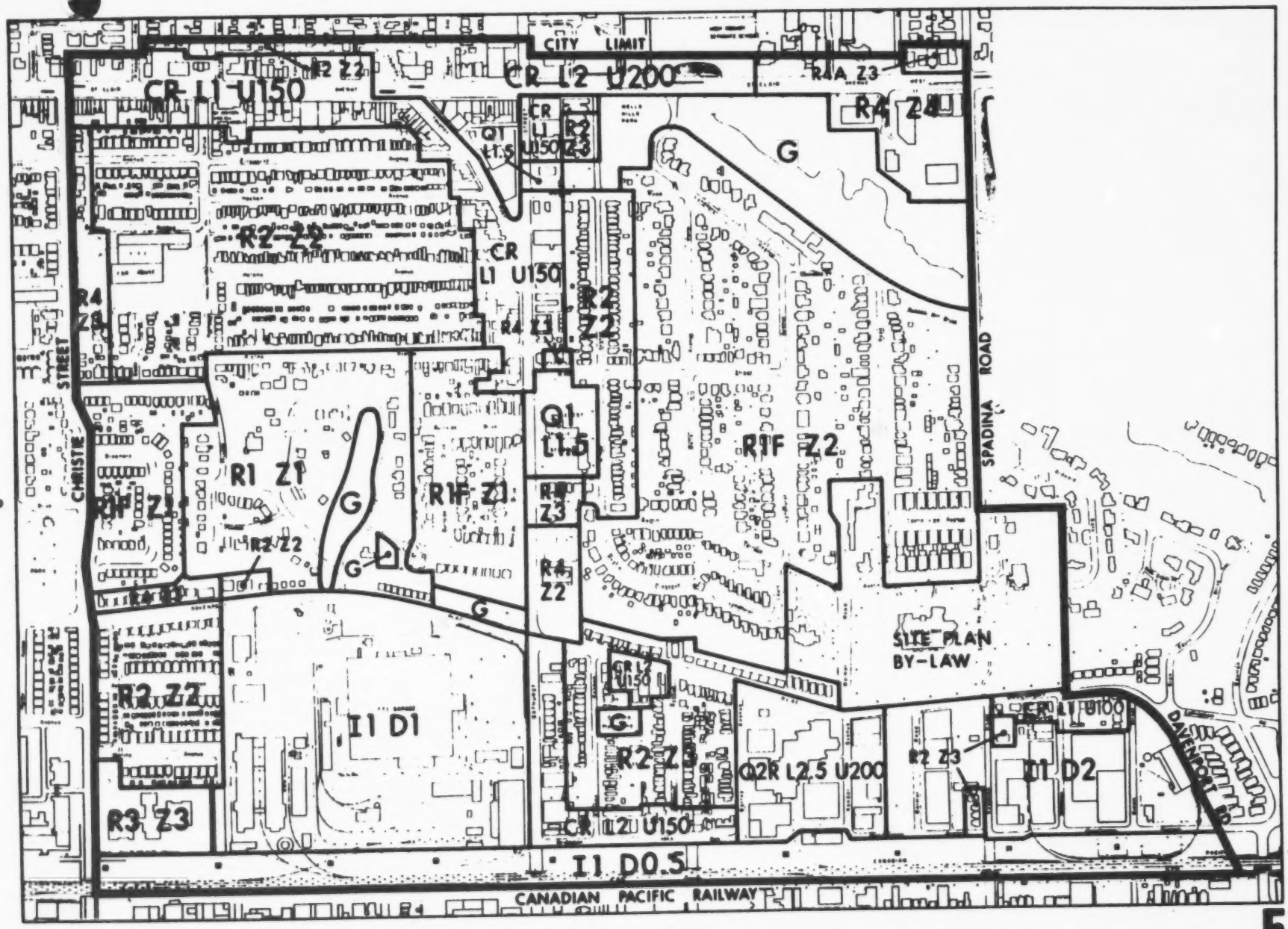
RCH, 1982

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT



PROPOSED ZONING, 1978

BATHURST – ST. CLAIR
OFFICIAL PLAN PART II STUDY
MARCH, 1982

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

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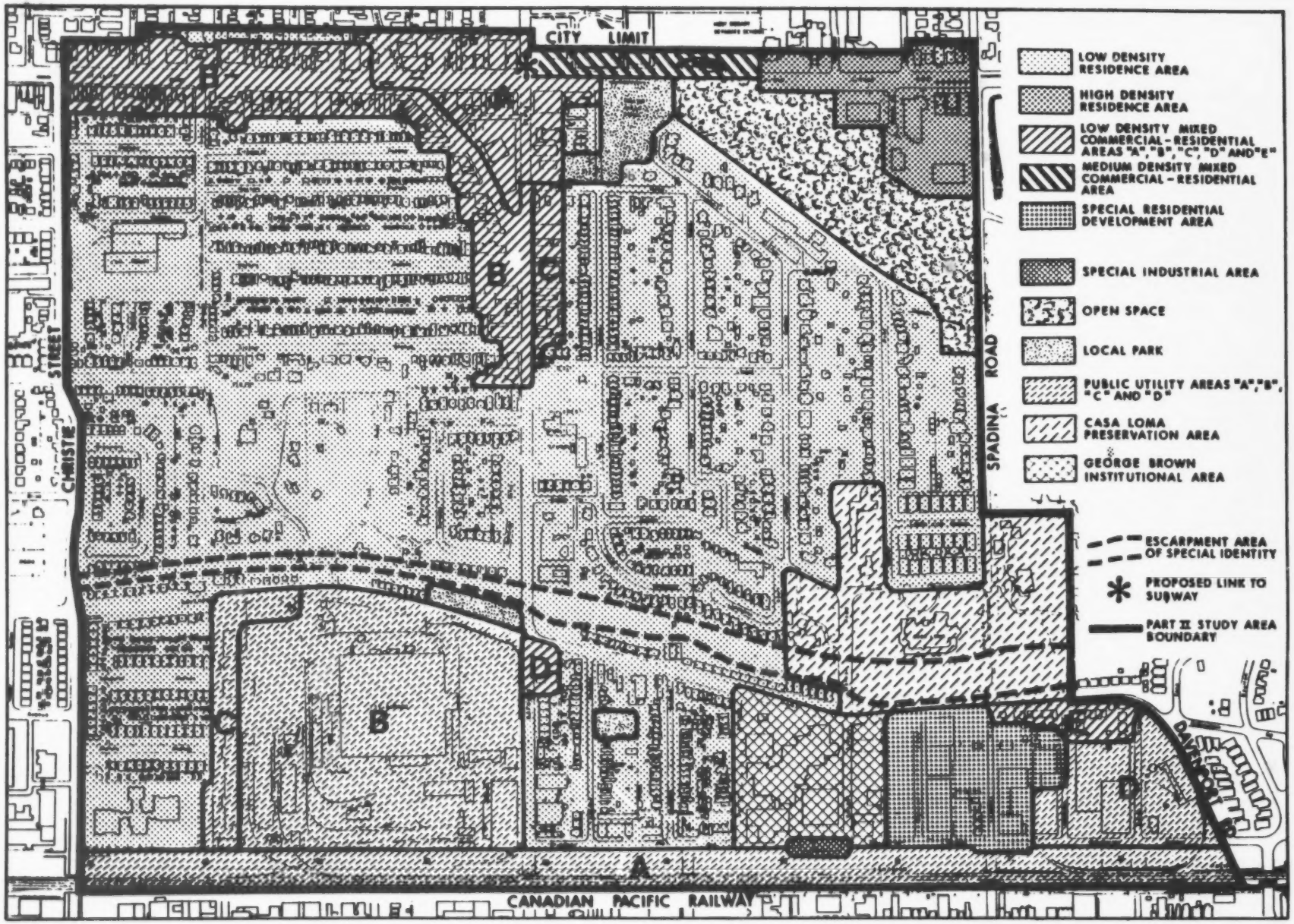

PROPOSED OFFICIAL PLAN PART II, 1982

0 100 200m

BATHURST - ST. CLAIR
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY

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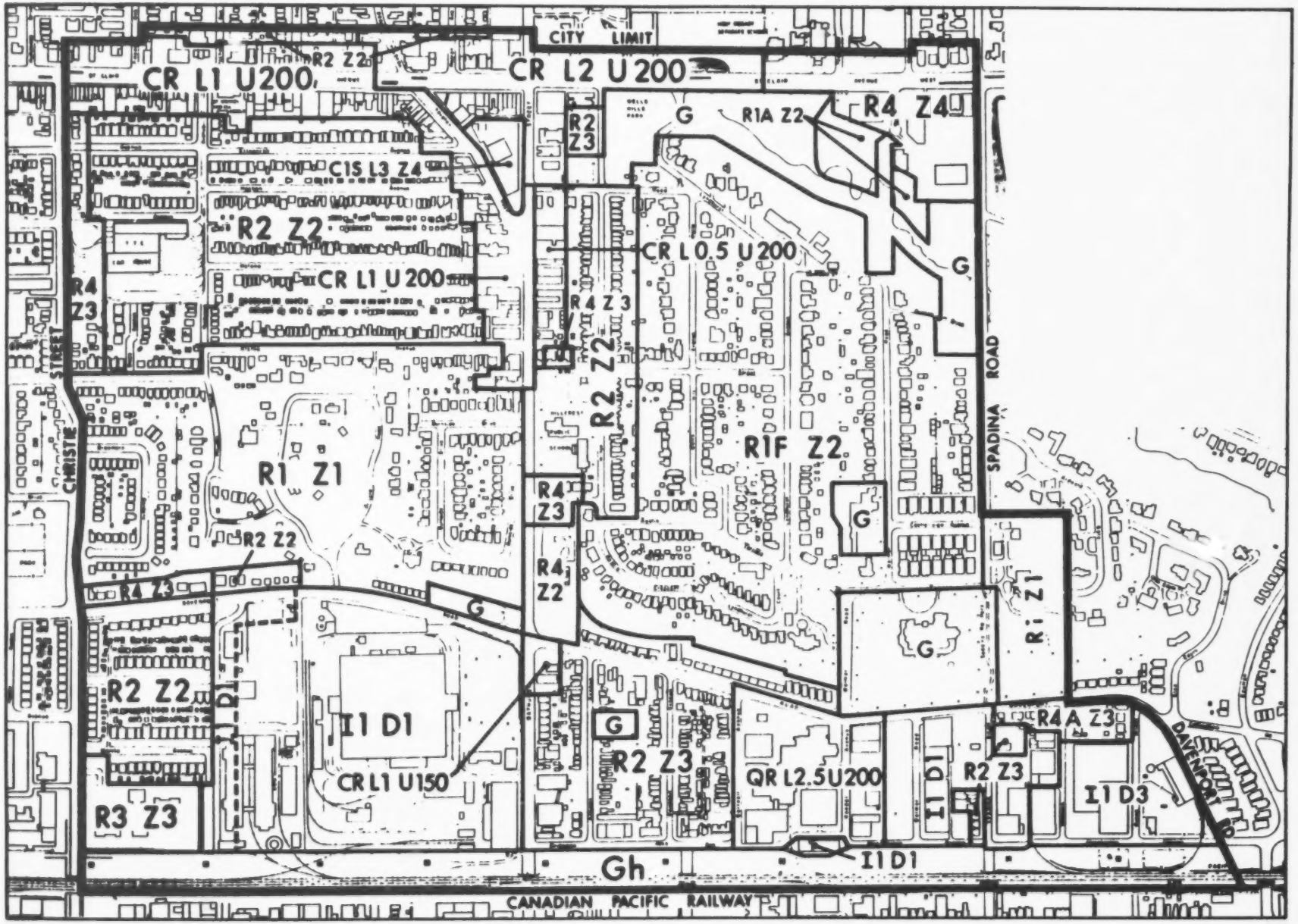
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPART...



PROPOSED ZONING , 1982

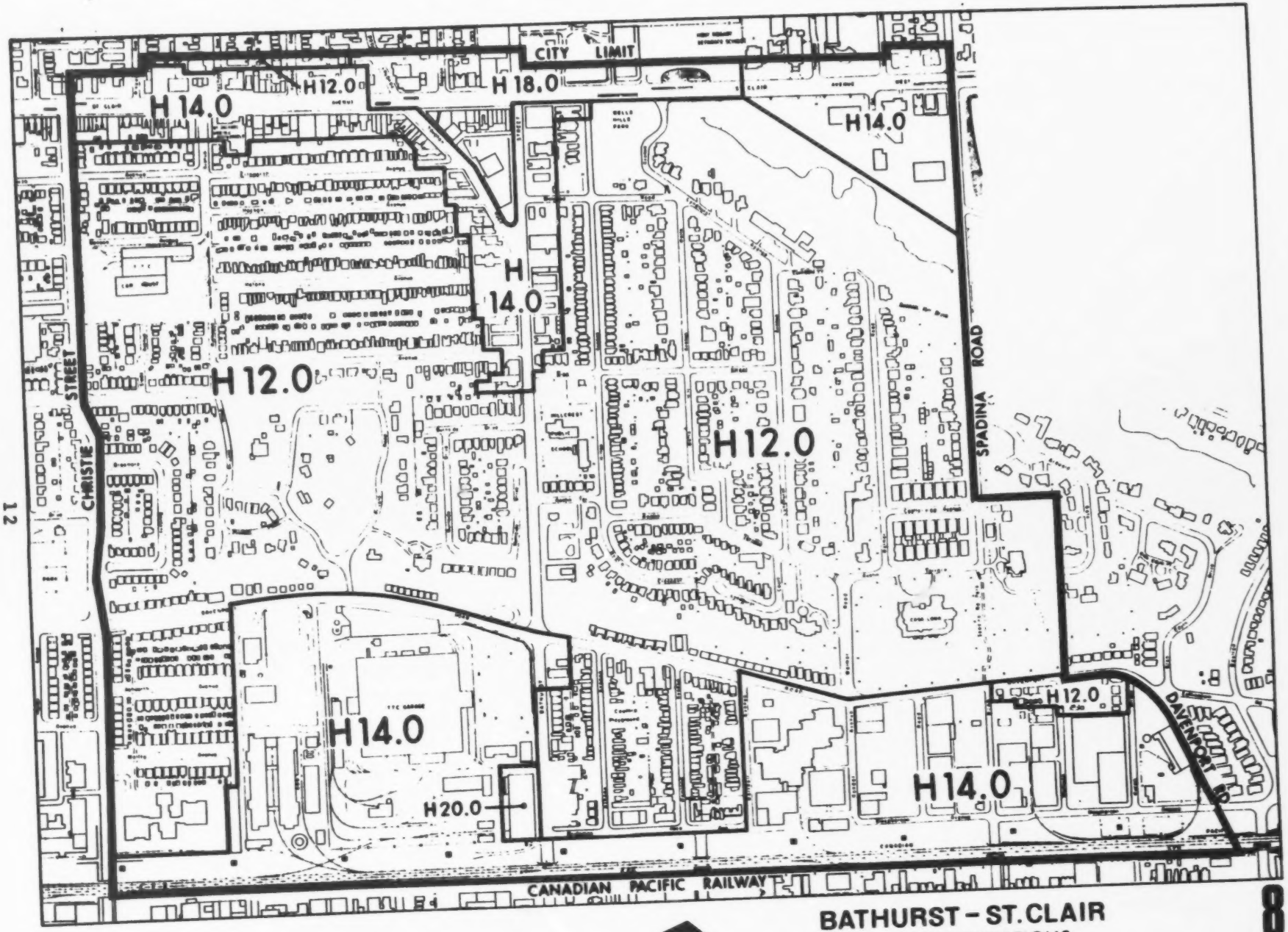
0 100 200m

BATHURST - ST. CLAIR
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY

7

MARCH, 1982

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT



PROPOSED HEIGHT DISTRICTS 1982

BATHURST – ST. CLAIR
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPART...

...RCH, 1982

8

12

1.3.4 Medium Density Mixed Commercial-Residential Area

The north side of St. Clair Avenue West, east of Bathurst Street, is currently occupied by a Gulf service station, a Loblaws store, a large parking lot and a vacant lot. It is proposed as a Medium Density Mixed Commercial-Residential Area. Only about 20 metres (65 feet) of the site is in the City and the remainder in the Borough of York. Both portions are in one ownership. The proposed designation of Medium Density Mixed Commercial-Residential Area would allow commercial uses up to 2 times the area of the lot or residential uses up to 300 units per hectare (120 units per acre) with a mixing constant of 3.5.

The zoning that is proposed, CR L2 U200, permits less residential development and less total development in a mixed-use building than the proposed Part II Official Plan would permit. The full density would only be permitted by rezoning to ensure that there is a comprehensive development for the whole site, which enhances St. Clair Avenue West and Bathurst Street. Design guidelines are proposed in addition to several conditions to be met in granting a rezoning. (See Section 5.17 to 5.20 of the proposed Part II Official Plan in addition to the Design Guidelines at the back of this report).

1.3.5 Special Industrial Area

The industrial properties in the Bathurst-Davenport neighbourhood on the east side of Bathurst Street have been occupied by existing industries for a long time. The Part II Official Plan designates this area as a continuation of a Low Density Residence Area. It is intended that this area become part of the residential community in the long term. Existing uses will remain legal non-conforming.

1.3.6 George Brown Institutional Area

The proposed Part II Plan designates the lands now occupied by George Brown College as the George Brown Institutional Area. The existing density of the College is approximately 2 times the area of the lot. The College would be allowed to expand slightly by an additional 0.5 times the lot area up to a maximum density of 2.5, but any new addition would have to include sufficient parking to accommodate the increased parking demand generated by the addition. Conventional housing would also be permitted up to a density

of 200 units per hectare, and special housing, in particular student accommodation, would be permitted up to a density of 625 units per hecatre by way of rezoning.

1.3.7 Public Utility Area

These areas comprise the land currently used by the public utilities such as Ontario Hydro, the railways and the Toronto Transit Commission between the Canadian Pacific Railway line and Davenport Road. This designation is also applied to the Union Carbide site which has been purchased by the Toronto Transit Commission to allow the centralization and reorganization of their maintenance and servicing operations. All these sites will continue to be used for these important City services for the lifetime of this plan. The plan statements have been tailored to each area.

The plan permits the Ontario Hydro right-of-way and the railway corridor, to be used for parks and parking, as well as hydro transmission facilities and railway lines. On the Toronto Transit Commission's Hillcrest Yards and the Union Carbide site, light industrial uses and T.T.C. uses would be permitted. In the part of the Union Carbide site adjacent to residential area, special provisions are proposed to ensure that the new T.T.C. uses are compatible with the neighbouring residential uses.

Ontario Hydro and Toronto Hydro transformers, switching stations and offices, and similar uses are permitted in the area between Madison Avenue, Davenport Road and Macpherson Avenue.

1.3.8 Casa Loma Preservation Area

At the top of the escarpment, in the vicinity of Walmer Road and Austin Terrace, there are a number of buildings of historic and architectural merit, including Spadina House, Casa Loma with its stables and hunting lodge, and the E.J. Lennox House. These buildings and their spacious grounds comprise a unique area which the proposed Plan recognizes with the designation Casa Loma Preservation Area. The Plan's objective for the Area would be to preserve its physical character and maintain the facilities which are in public ownership for appropriate use by the community at large. Increased public utilization would be encouraged through improvements to the open space around Casa Loma,

including the escarpment slope, which would make the space more useable for passive recreation.

1.3.9 Escarpment Area of Special Identity

The lands along the slope of the escarpment are one of the unique natural features of the City and are proposed for designation as the Escarpment Area of Special Identity. It is further proposed that the escarpment slope be preserved and that the City seek enabling legislation for this purpose from the Province. Improved public accessibility is also recommended to those parts of the escarpment which is in public ownership, namely the southern grounds of Casa Loma and Spadina House.

1.3.10 Local Parks, Open Space and Landscaping

The Part II Plan would designate existing parks in Bathurst-St. Clair as Local Park. The designation is intended to reserve these facilities over the long term for the recreational needs of the community. In order to ameliorate deficiencies in park space which exist in some areas, particularly south of St. Clair Avenue and east of Christie Street, the Plan proposes that City Council consider acquiring and/or improving public or quasi-public lands in these areas for parks purposes.

The Nordheimer Ravine would be designated Open Space in the Part II Plan. The objectives of this designation are to preserve the natural state of the ravine and to maintain and improve as far as possible its amenity for passive recreation. The Nordheimer Ravine, both in Bathurst-St. Clair and across Spadina Road to the east, is proposed to be covered by a Ravine Control By-law, which would prevent the destruction of trees and other natural vegetation and the alteration of contours without Council consent. This by-law is part of an on-going process of ravine preservation and should be ready in the near future.

The proposed Plan recommends a number of improvements that are intended to enhance the environment south of the escarpment. These include tree planting along the northern edge of the C.P. railway embankment as well as along certain public streets, and the provision of a landscaped walkway between George Brown College and the Dupont Subway Station.

1.4 New Policies Implemented since the Proposals Report

There have been three important changes in Bathurst-St. Clair since the Proposals report was published. Two of them affect the commercial zoning and development controls along St. Clair Avenue West and Bathurst Street, while the other deals with Wychwood Park as an area of special historical and architectural merit.

On July 17, 1978 Council passed an intent to rezone the commercial areas on St. Clair Avenue West, Bathurst Street and Vaughan Road from the current C1 districts (commercial) to the CR designations (mixed commercial-residential) suggested in the Proposals report. The intent means that any new building has to conform to the CR zoning which has not yet been adopted, as well as the C zoning. When the zoning suggested in this report to implement the Part II Official Plan policies is adopted by Council and approved by the Ontario Municipal Board, the new CR zoning districts will be the only and correct zoning.

These same commercial areas have now been designated areas of site plan control (also known as areas of development review) under Section 40 of The Planning Act. This designation gives Council the power to review plans for new buildings and those subject to certain additions or modifications. (see Map 9)

Wychwood Park, through the Trustees' and the Residents' Association's initiative, was designated by the City as an area for study as a potential future Heritage Conservation District. This Heritage Conservation District study will be undertaken by consultants hired by the Toronto Historical Board, and funded by the City of Toronto, the Wychwood Park Trustees and Residents' Association and the Ontario Heritage Foundation. In the meantime, in order to prevent development in Wychwood Park which is out of keeping with the area, by-laws were passed to require larger lot frontages than the City's minimum of 6 metres (20 feet), and also imposing site plan control under Section 40 of The Planning Act.

2 Issues

This section is divided into two subsections which analyze the concerns and objections raised by residents or property owners in Bathurst-St. Clair in response to the Part II Proposals report. The first subsection deals with those issues which appear to warrant changes to the proposed Part II Official Plan. These changes resulted from meetings with community associations during 1981, in addition to further studies undertaken by the planning staff. The second subsection discusses the remaining issues which were aired at the public meetings.

2.1 Objections Resulting in Revised Recommendations

2.1.1 Residential converison in R1F Districts

The Proposals report included a recommendation to make it easier to convert a private single-family detached house into two or more dwelling units in R1F districts. The reasons for this proposal centred around several existing illegal conversions in these areas, the fact that the present regulations governing conversions are very restrictive and difficult to apply, and the planning philosophy that conversions can add useful self-contained units to current City housing stock. The recommendations would have eased the conditions in the Zoning By-law under which conversions could take place as well as call for greater enforcement of the revised zoning standards.

The conversion proposal was the most controversial issue during public discussion of the Official Plan Proposals. Residents in both the areas affected, Wychwood and Hillcrest, opposed the policies. The general feeling was that there had already been more illegal conversion in the two areas than would be permitted even under the revised provisions. The residents believed that the new provisions would merely condone this state of affairs and encourage more illegal conversions. At the root of the objections was the concern that conversion would weaken the stability of the neighbourhood and alter its historic single-family character.

It appears that the residents have valid concerns about conversions, particularly about the lack of control on the number of units in converted dwelling houses, and about the inadequate enforcement of the conversions policy. These problems are not singular to Bathurst-St. Clair, and a report on conversion policy for the whole City is under

preparation. It therefore seems desirable to leave the present restrictive R1F zoning in place in Hillcrest until a new policy as well as an improved enforcement procedure for conversions has been adopted for the City as a whole. In the Wychwood area, the zoning will not be changed at this time, but will be re-examined in light of any new conversions policy.

2.1.2 Maximum Densities at the South-East Corner of St. Clair Avenue and Bathurst Street

Loblaws Limited objected to the densities proposed for the south-east corner of St. Clair Avenue West and Bathurst Street as being too low. The firm holds a long term lease on this property and a sub-lessee applied to the City for approval of a low density mixed commercial-residential building on the site. The building has recently been constructed.

Loblaws argued that this site, close to the St. Clair Subway Station on St. Clair Avenue West, should have the same density permitted as on the other corners of St. Clair-Bathurst intersection. These are in Low Density Mixed Commercial-Residential Area A, rather than the Low Density Mixed Commercial-Residential Area B designation that was proposed for the south-east corner.

Area A would permit a commercial density of 2.0 times the area of the lot or 200 units per hectare and a mixing formula of 2.5 times the area of the lot. Area B would permit a commercial density of 1 times the area of the lot or 200 units per hectare and a mixing formula of 2.0 times the area of the lot. Other owners in Area B did not object to the densities proposed, but a number of residents indicated their support for the Loblaws proposal. These residents felt that a higher density on the east side of Bathurst Street between St. Clair and Melgund Road would not adversely affect their neighbourhoods and might provide a stronger incentive for rejuvenation of the St. Clair-Bathurst shopping area.

The request for higher densities is consistent with the desire to see the Bathurst-St. Clair intersection redevelop as a strong shopping node. The properties on Bathurst Street between St. Clair Avenue West and Melgund Road are buffered from the main residential neighbourhoods by small apartment buildings, and face the high rise mixed commercial-residential building on the Vaughan triangle. It therefore seems that changing the designation of the area from Low Density Mixed Commercial-Residential Area B to Low

Density Mixed Commercial-Residential Area A would not create buildings out of keeping with their surroundings, and for most of this strip the new designation would only recognize the existing densities.

2.1.3 Maximum Density on the North Side of St. Clair Avenue West between Walmer Road and Spadina Road

The Borough of York and property owners in the block on the north side of St. Clair Avenue between Walmer Road and Spadina Road have objected to the density and height limit proposed for this block under the designation High Density Residence Area B. It was argued that the proposed maximum density of 1.0 times the lot area and height limit of 12 metres (38 feet) are too restrictive in view of the proximity to transit and an abundance of public open space. It was further stated that the policies for this area should be reconsidered in light of the Borough of York's substantially more permissive policies for lands immediately to the north-west. An additional argument put forth was that the Official Plan Proposals were discriminatory in that adjacent lands on the south side of St. Clair Avenue, designated as High Density Residence Area A, would be permitted a maximum density of 2.0 times the lot area.

A re-evaluation of the proposed policy for Area B, in light of these arguments have indicated that the policy should be modified. The planning rationale for the Official Plan Proposals was essentially one of built form. The scale of buildings comprising Area B are characteristic of the streetscape found on St. Clair Avenue east of Spadina Road to Avenue Road. It was considered that these house-form buildings provided a visual and spatial buffer between the concentration of high rise apartment buildings to the north-west and those situated to the south of St. Clair Avenue at Spadina Road. Therefore, the Official Plan Proposals were directed at encouraging the retention of the existing structures, or to ensure that new development is sensitive to the built form context of St. Clair Avenue east of Spadina Road. It is considered possible for higher density development to show sensitivity through careful site planning and design.

Therefore this Final Recommendations report is deleting the two sub-areas 'A' and 'B' and showing the entire area simply as High Density Residence Area in which a maximum density of 2.0 times the lot area and a height of 14 metres (45 feet) will be permitted. This is consistent with the approach taken in similar situations in other parts of the City while resolving the concerns expressed by property owners in Area

B and the Borough of York. The modified statements for High Density Residence Area are outlined in Section 3.7 of the proposed Official Part II Plan.

2.1.4 Wychwood Park

The two common open space areas within the Wychwood Park neighbourhood are currently designated Low Density Residence Area in the Part I Official Plan and zoned R1 Z1 in the Zoning By-law. These designations are consistent with those applied to the rest of the Wychwood Park community.

The Official Plan Proposals provided for revised designations of Local Park in the Official Plan and G in the Zoning By-law. These revisions were formulated, in consultation with the Trustees of Wychwood Park, in order to recognize the recreational and open space functions which the areas provide for the residents of Wychwood Park. The Local Park and G designations imply, however, that such areas are available for public recreational use and are controlled and/or maintained by public agencies. As the open spaces in Wychwood Park constitute private lands available only for the use of residents of the Park, the proposed designations have been reconsidered. These Final Recommendations therefore provide for continuation of the existing Low Density Residence Area and R1 Z1 designations for these areas. The Trustees of Wychwood Park have concurred with these recommendations.

2.1.5 Boundary Adjustment for the Escarpment Area of Special Identity to Exclude Wychwood Park

The Official Plan Proposals included the entire Wychwood Park community within the Escarpment Area of Special Identity. This proposal was criticized because Wychwood Park, although unique, is only partly on the escarpment.

Since the Proposals report was written, Wychwood Park has been designated by the City an area of site plan control under Section 40 of The Planning Act, giving it the same protection that is suggested in the Proposals report for the escarpment. For this reason, and because Wychwood Park is only partly on the escarpment, the boundaries have been revised in accordance with Map 12. These Final Recommendations therefore exclude from the Escarpment Area of Special Identity that part of Wychwood Park which is situated to the north, as illustrated on the abovementioned Map 12.

2.1.6 Inclusion of Hillcrest Hospital in the Escarpment Area of Special Identity

Hillcrest Hospital objected to being included in the Escarpment Area of Special Identity because the policies for the escarpment appear to encourage the acquisition of the land by the City and public access to the escarpment. The hospital was opposed because public access to the escarpment would interfere with the patients privacy. Many of the patients are recent amputees or are recovering from heart surgery, or have neurological disorders. In addition, the hospital has plans to increase the recreational use of the escarpment by patients to include walkways, floral gardens and possibly a patients' gardening area. Although there was no intent in the plan of giving the public access to Hillcrest Hospital grounds, or of the City acquiring the lands at this time, the statements in the Proposals report require clarification. The only properties on the escarpment which are not now, but should preferably be in public ownership, are those in the Casa Loma Preservation Area. Therefore, any reference to property acquisition by the City under the Escarpment Area of Special Identity has been removed.

2.1.7 Maximum Densities Around the St. Clair West Subway

The Borough of York and Loblaws Limited objected to the densities proposed for lands on the north side of St. Clair Avenue between Bathurst Street and the western lot line of Holy Rosary Church. These lands are part of a property, about five acres in size, which is owned by St. Michael's College with Loblaws holding a long-term leasehold interest. As the City boundary is aligned an average of about 20 metres (65 feet) to the north of St. Clair Avenue, most of this property is located in the Borough of York. The property is included under the designation "Low Density Mixed Commercial-Residential Area A" in the Official Plan Proposals which permitted a maximum density of 2.5 times the area of the lot.

The Borough of York's objection was registered in a report from the Commissioner of Planning to the Borough of York Planning Board for consideration at its meeting of December 21, 1978.

The Borough's objection is simply that the proposed densities for the lands located in the City are "not compatible" with the densities permitted for adjacent lands. York's Official Plan allows commercial buildings up to a

density of 5.0 times the lot area; or mixed commercial-residential buildings up to a density of 5.0 with the residential portion of such buildings not to exceed 150 units per acre or 2.75 times the lot area. In comparison, the policies recommended in the Official Plan Proposals would allow commercial and mixed-use (commercial-residential) buildings at about half the maximum density permitted in York. The Official Plan Proposals would also allow residential buildings at about two-thirds of York's maximum density, whereas the York Official Plan makes no provision for buildings containing only residential uses.

Loblaws' objection to the Official Plan Proposals for these lands was based essentially on the argument that the proposed densities represent a considerable loss of development potential in comparison with the existing Part I Official Plan. Under the current designation of 'District Commerce Centre', the Part I Official Plan permits development up to 5.0 times the lot area.

In a letter dated December 1978, Loblaws' agent outlined a number of reasons why this loss was felt to be undesirable. These included the practical difficulties in designing an integrated development which straddles the boundary between two municipalities having divergent density policies; the extraordinary transit accessibility associated with the St. Clair West Subway Station which is situated on the property; and, the location of the property at the centre of an existing high density node.

There does seem to be a case for higher densities on this large site over the St. Clair Subway Station, and the Part II statements have therefore been modified. First, the Part II statements have been changed to acknowledge that this site should eventually be redeveloped in a unified scheme. A Medium Density Mixed Commercial-Residential Area designation is proposed for the lands, which would permit significantly higher residential density development on the site.

The site would then permit, by way of a rezoning, up to 300 residential units per hectare (120 units per acre) and the same commercial density (2 times the area of the lot) as was suggested in the Proposals report with a mixing constant of 3.5 times the area of the lot, rather than 2.5 in the Proposals report.

The total site can accept a relatively high density of development. It is large - almost 5 acres - giving flexibility in design of the site. It is isolated from low-rise residential neighbourhoods by St. Michael's College and apartments to the north; Bathurst Street on the west; St.

Clair Avenue, Wells Hill Park and the Nordheimer Ravine on the south; and, Holy Rosary Church and high rise apartments on the east.

The site is very well served by public transit, and actually includes the St. Clair West subway stop, as well as being situated on two arterial roads, St. Clair Avenue West and Bathurst Street. There is considerable park space across St. Clair Avenue and there are a variety of institutions serving the public in the area. A higher density of development should be able to draw together the two parts of St. Clair Avenue West, east of Walmer Road and west of Bathurst Street by providing a residential and retail focus that would make full use of this public transport interchange.

The revised density should however only be permitted by means of a rezoning. This is because there are several factors that are crucial if a higher density is to be allowed. A rezoning should be contingent on a comprehensive scheme for the whole site. A density of 3.5 times the area of the lot is not appropriate on a small site or on a site which might consist only of the lands in the City. In order to have the flexibility in design required for a desirable scheme at this proposed higher density the whole site or the greater proportion thereof should be designed at one time.

The proposed plan requires that Council shall be satisfied that:

(a) the scheme is a comprehensive development of the lands south of St. Michael's College and west of the Holy Rosary Church;

(b) the scheme is a mixed-use development in which the predominant component is used for residential purposes;

(c) the form, height and scale of buildings will enhance the attractiveness of St. Clair Avenue West, and will not have a negative impact on other adjacent areas;

(d) direct, grade-related pedestrian links are provided from Bathurst Street to the subway station;

(e) pedestrian activity is encouraged along St. Clair Avenue West and from the development to the Nordheimer Ravine;

(f) the retail component is designed in form and density to complement the existing retail strips in the vicinity.

Design guidelines for the site are proposed in the last section of this report. The form of development envisaged by the guidelines at a mixing constant of 3.5 times is three separate blocks of buildings on St. Clair Avenue West.

The guidelines are recommended for Council's adoption, so that Council's policy for the site will be clear to any prospective developer. The guidelines are designed to ensure an acceptable development for this significant site. However, the guidelines permit sufficient flexibility to accommodate a superior design, not just architecturally, but with respect to the site and its surroundings.

2.1.8 General Use Area in the Bathurst-Davenport Neighbourhood

The General Use Area, as shown in the Proposals report, is being deleted from this Final Recommendations report. It includes many houses along Bridgman Avenue and Bathurst Street. Several objections to this designation were made based on the potential redevelopment of housing for expanded industrial uses and the long term stability of the residential area.

Existing houses in the earlier proposed General Use Area are now designated as part of the larger Low Density Residence Area. This change will help reinforce the stability of the existing residential neighbourhood and prevent the expansion of industrial and commercial uses into such areas.

In addition, the section of the General Use Area along Davenport Road and Bridgman Avenue, which includes several industrial and commercial uses, is also shown as a continuation of the existing Low Density Residence Area. These industrial and commerical uses have been located there for a long time without creating a serious conflict with the residential area. However, the long term objective for this area is to become a stable Low Density Residence Area if these properties are redeveloped. The present legal non-conforming status of the industrial and commercial uses will therefore remain.

A section of the General Use Area at the south-east corner of Bathurst Street and Davenport Road contains commercial uses. This area has potential for redevelopment of a mixed commercial-residential nature. It has been designated as Low Density Mixed Commercial-Residential Area D with maximum commercial density of 1.0 times the lot area or a residential density of 150 units per hectare. The mixing constant proposed is 2.0.

The section of the General Use Area on the east side of Bathurst Street immediately north of Bridgman Avenue is predominantly industrial, but is shown as a continuation of the existing Low Density Residence Area. The long term objective for this area is to become part of the established residential community. The present legal non-conforming status of the industrial uses will therefore remain.

2.1.9 Increase of Residential Density in Low Density Mixed Commercial-Residential Area 'B'

Area 'B' in the Proposals report was a much larger area than the one shown in this report. The proposed zoning in the previous report was CR L1 U150.

The Wychwood Community Association suggested that in view of the housing shortage in the City and the depressed character of the commerical strip on Bathurst Street south of Vaughan Road, more emphasis should be given to residential than commerical uses. Upon further study, it was realized that a slight increase in residential density in the entire 'B' area would help strengthen the commercial strip along St. Clair. In consideration of this, the zoning was changed from CR L1 U150 to CR L1 U200. This change in zoning is expected to discourage the commercial component in new buildings especially along Bathurst Street south of St. Clair Avenue and help encourage buildings with a predominantly residential component.

2.1.10 Restricted Uses in Low Density Mixed Commercial-Residential Area 'C'

The nature and distribution of uses in Area 'C' (the east side of Bathurst Street between Melgund Road and Nina Street) is such that a special study was undertaken recently of this block.

The commercial component along the east side of Bathurst Street south of St. Clair Avenue is marginal with only a few service commercial and virtually no retail uses. In addition, the frontage of this block has a shallow depth. The lots abut the residential properties to the rear without any service lane dividing the two areas. The adjacent houses are affected by noise from the street traffic as well as from some of the service commercial uses.

It was realized that additional modifications to the proposed zoning should be considered in an effort to resolve problems faced by this block. After reviewing several alternatives, a reduction in commercial density and the deletion of all general commercial uses except a limited number of local retail stores was proposed. The former CR L1 U150 zone was changed to CR L0.5 U200. This zoning designation should give incentives to the development of predominantly residential buildings along Bathurst Street. The scale of development will be compatible with that of the adjacent low density residential neighbourhood and will help to reinforce the long term stability of the residential community.

2.2 Objections not leading to Changes in the Proposed Policies

2.2.1 Hillcrest Hospital Potential Expansion

Hillcrest Hospital objected to the proposed Official Plan due to a misinterpretation that the hospital would not be allowed to expand beyond its present site. The designation proposed for the site is Low Density Residence Area which does permit a hospital. Furthermore, the recommended zoning of R4 Z2 lists a hospital as a permitted use.

Expansion to the north of the existing site would be possible, as this land has a similar zoning of R4 Z3, but expansion to the east would be into an R1F Z2 area in which hospitals are not permitted as-of-right. Any expansion to the east would require a rezoning to ensure that there is no negative impact on the adjacent neighbourhood, but such an expansion would potentially be permitted by the Official Plan designation of Low Density Residence Area. This is not a change from the existing zoning and official plan designation governing the area.

3 Other Recommended Changes

3.1 Redesignation of the Railway, Ontario Hydro and Toronto Hydro Lands

3.1.1 Canadian Pacific Railway Lands and Ontario Hydro R.O.W.

The Proposals report recommends that the Canadian Pacific Railway lands and adjoining Ontario Hydro right-of-way be designated Special Residential Development Area E and zoned I1, the most restrictive industrial category. The inclusion of these properties within the Special Residential Development Area was not intended to imply that a transition to residential use would be encouraged under the Part II Plan. Rather, it was meant to emphasize that particular attention should be given to the impact of the railway on any housing proposed for adjacent lands, and that the Hydro right-of-way has considerable potential for the provision of local park space in conjunction with future residential development. Insofar as these considerations are clearly set out in the Official Plan policies themselves, it would now seem appropriate to give the properties a designation which more closely reflects the Plan's recognition of their continuing use, primarily for hydro-electric and railway purposes. Accordingly, it is recommended that the designation Public Utility Area A replace that of Special Residential Development Area E wherever the latter appears in the proposed Part II Plan.

In addition, the zoning should be altered. Ontario Hydro owns a right-of-way through several other neighbourhoods in the City as well as Bathurst-St. Clair. In the Dufferin-Davenport Part II Official Plan a new zoning for these lands, Gh, was adopted. This zoning permits: a park, parking station, hydro-electric transmission facilities, community related uses and any use which is accessory to any of these uses. These uses are also appropriate for the Hydro right-of-way in Bathurst-St. Clair and fully recognize the type of use that should be made of the land. The zoning suggested in the Proposals report was I1 D0.5, but this zoning appears to suggest that industrial uses are desired, certainly they would be permitted. The Hydro right-of-way is presently in public ownership and full use should be made of these lands for amenity purposes for the community. It is therefore recommended that the proposed zoning of the Hydro right-of-way be changed from I1 D0.5 to Gh, with a Section 16 minor amendment to make railway lines a permitted use in Bathurst-St. Clair.

3.1.2 Toronto Hydro and Ontario Hydro Lands

The lands now occupied by the Ontario Hydro and Toronto Hydro transformers, maintenance facilities, offices and ancillary uses in the area east of Spadina Road between Davenport Road and Macpherson Avenue, will continue to be used for these purposes for the lifetime of this plan. It therefore seems inappropriate to designate this area as Special Residential Development Area D, but rather, in keeping with other similar changes in this plan, acknowledge its present and future use by designating the lands Public Utility Area D. In this area, buildings required by the electric utilities, would be permitted to a density of 3.0 times the area of the lot. The zoning would then be I1 D3.

3.2 Deletion of Community Resource Areas and Q1 Zoning

Council approved the deletion of all reference to Community Resource Areas and Q1 zoning in Part II Official Plans on December 10, 1979. The decision was made partly because the Ontario Municipal Board refused to approve zoning very similar to the Q1 zoning in the Yonge-St. Clair Part II Official Plan implementing by-law, and partly because it was thought that there were very few, if any, benefits from using these designations. Community services and facilities can locate in any Residence Area or Mixed Commercial-Residential Area under the Part I Official Plan. The City would get little extra control over the disposition of these sites which are mainly schools, libraries and community centres by applying the Community Resource Area designation because these sites are already owned by public agencies, usually the City or the Toronto Board of Education.

This report proposes new designations for two properties which are designated as Community Resource Areas, and zoned Q1 in the Proposals report, namely the Hillcrest School and Community Centre and the Wychwood Public Library. The recommendation is that the school be designated a Low Density Residence Area and zoned R2 Z2 and that the library be designated a Low Density Mixed Commercial-Residential Area and zoned CR L2 U200 in keeping with the adjacent properties.

3.3 Site Plan Control Areas

(a) Existing Areas of Site Plan Control

Under Section 40 of The Planning Act, Council can designate an area as a Site Plan Control area. It means that Council must approve all development plans in that area, except for small additions and other specifically exempted matters.

Two areas of Bathurst-St. Clair have already been declared areas of site plan control. These are: Low and Medium Density Mixed Commercial-Residential Areas on Bathurst Street, St. Clair Avenue West and Vaughan Road, and the Wychood Park residential area (see Map 9). Because of potential developments in these areas, it was decided to implement site plan control prior to adoption of the Bathurst-St. Clair Final Recommendations report. Since such control has already been enacted for these areas, the statements recommending site plan control in these areas have been deleted.

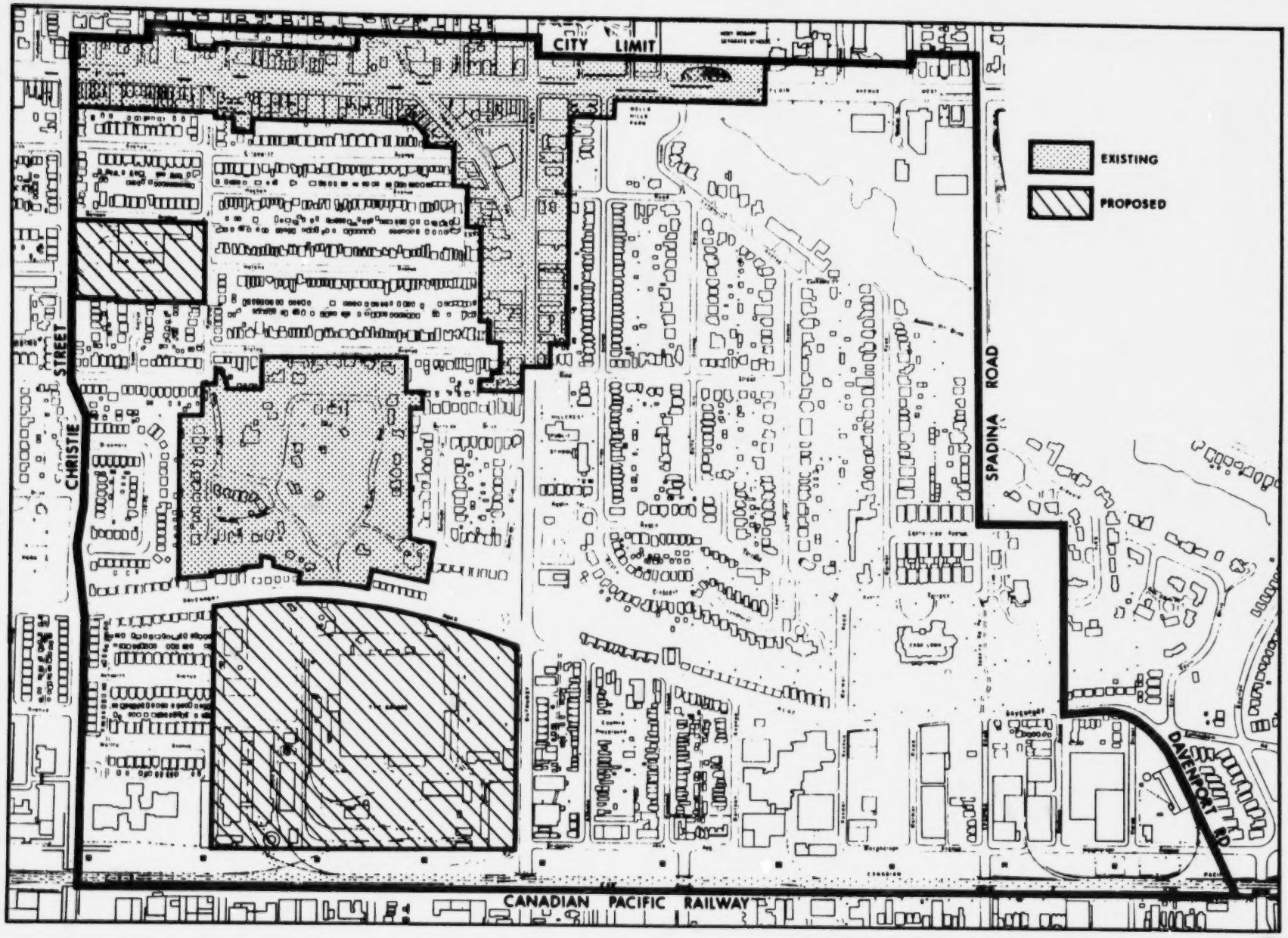
(b) Proposed Areas of Site Plan Control

(i) T.T.C. Wychwood Car Barns

The Wychwood Car Barns are used for testing and storage of vehicles and are located in an R2 Z2 zone. As the Car Barns site has considerable redevelopment potential and is located in the middle of a Low Density Residence Area, it is therefore recommended that the Wychwood Car Barns be designated as an area of site plan control (see Map 10).

(ii) Hillcrest Yards

In order to ensure that redevelopment of the Hillcrest Yards and the Union Carbide site for Toronto Transit Commission uses is compatible with the adjacent Low Density Residence Areas, these sites are recommended for inclusion as areas of site plan control (see Map 11).



EXISTING AND PROPOSED AREAS OF SITE PLAN CONTROL

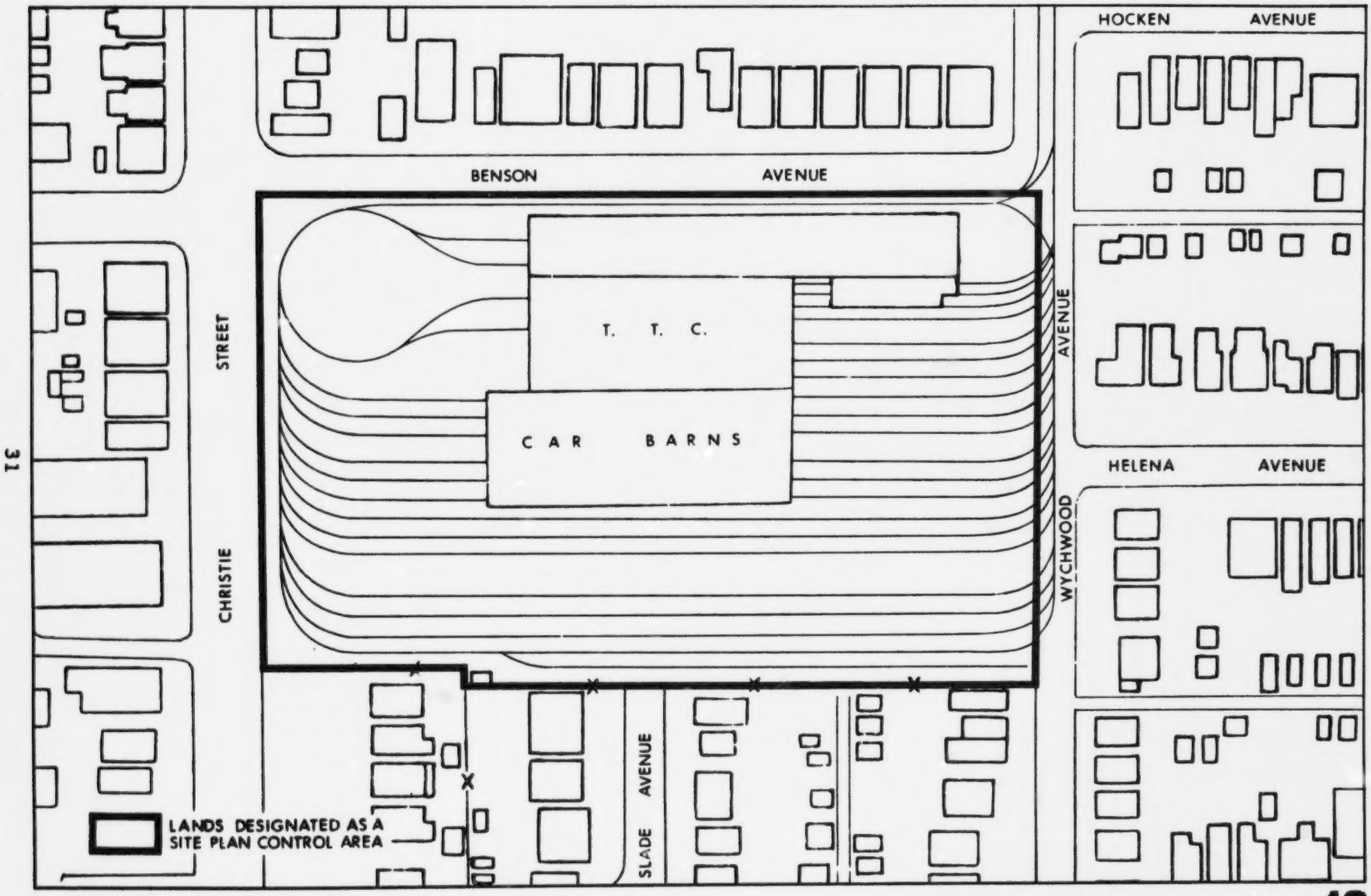
0 100 200m

BATHURST - ST. CLAIR
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY

9

MARCH, 1982

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTM



PROPOSED SITE PLAN CONTROL DESIGNATION FOR THE T.T.C. WYCHWOOD CAR BARNS

BATHURST – ST. CLAIR **10**
FINAL RECOMMENDATIONS
OFFICIAL PLAN PART II STUDY
MARCH, 1982

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

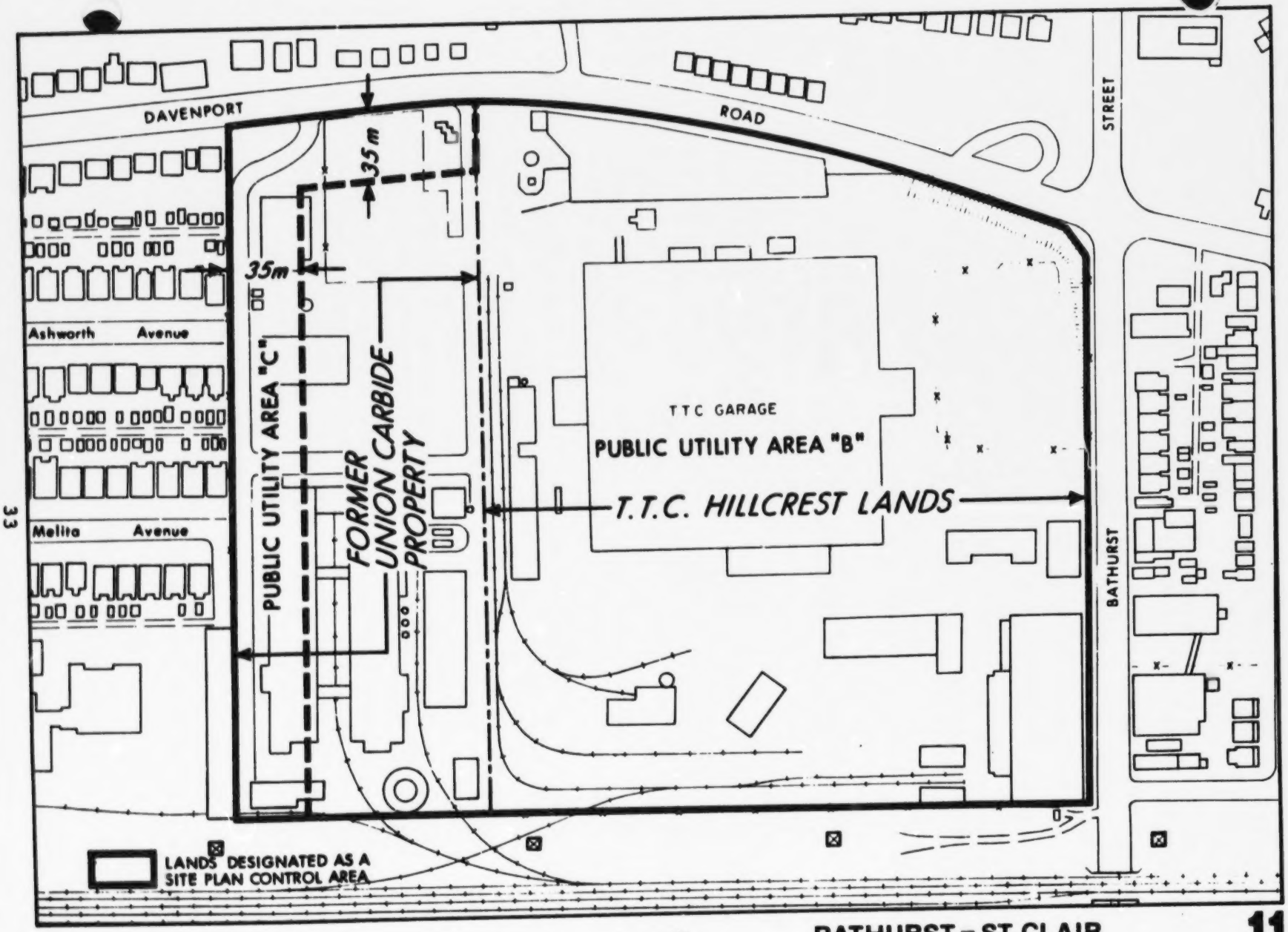
3.4 Revised Statements for the Toronto Transit Commission's Hillcrest Yards and the Union Carbide Site

The Official Plan statements in the Proposals report for the Union Carbide Site and the T.T.C. Hillcrest Yards have been changed to reflect the purchase of the Union Carbide Site by the Toronto Transit Commission. The T.T.C. bought the Union Carbide Site to consolidate their maintenance operation in this one location and to re-organize and modernize their existing operations. The Hillcrest Yard is approximately 9 hectares (22 acres), and the Union Carbide Site is approximately 4 hectares (10 acres), giving the T.T.C. a large central site.

The decision to consolidate operations at the Hillcrest Yard area appears reasonable. It would be extremely difficult, if not impossible, to find another site of 13 hectares (32 acres), centrally located and suitable for the maintenance, repair and testing of vehicles and track as required by the Toronto Transit Commission.

The new plan statements treat both these sites as Public Utility Areas for light industry and T.T.C. uses. The whole of the present Hillcrest Yard and most of the Union Carbide Site would comprise Public Utility Area B. A strip of land 35 metres (115 feet) wide adjacent to the housing on the west, and Davenport Road on the north, would comprise Public Utility Area C (see Map 11). In Public Utility Area B any existing T.T.C. uses and its expansion or replacement would be permitted as-of-right. New uses not presently found on the Hillcrest Yard would require a rezoning to ensure that they do not have an adverse effect on nearby residential neighbourhoods. The zoning in Public Utility Area B would be I1, a restrictive industrial zoning for use adjacent to residential areas, with a special provision that existing T.T.C. uses and their expansion or relocation are permitted uses.

In Public Utility Area C, light industry would be permitted. T.T.C. uses would be permitted by way of a rezoning to ensure that they are environmentally compatible with the adjoining neighbourhood, and that adequate landscaping is provided between the new uses and the residential areas. The zoning in this area would be I1, which would only permit a restricted number of industrial uses. Almost all Toronto Transit Commission uses in this area would require a rezoning.



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PROPOSED SITE PLAN CONTROL DESIGNATIONS FOR THE HILLCREST YARDS AND THE FORMER UNION CARBIDE SITE

0 40 80m

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In addition, this report recommends that the above two areas be designated as areas of site plan control pursuant to Section 40 of The Planning Act. This action would give Council control over matters such as access, site layout, conceptual design and landscaping for the entire area.

This overall approach both recognizes that the Toronto Transit Commission's servicing operations will remain in this area, and also ensures that the operations are designed to be compatible with the surrounding area.

The original proposal was that both areas should be designated Special Residential Development Areas that would permit either industry or housing. It now appears very unlikely that either site will be proposed for housing during the life of this plan, and that it would be far more desirable to have a plan tailored to deal with the uses which will actually be made of the two properties.

3.5 Zoning of the Casa Loma Preservation Area

The Proposals report recommended the Casa Loma Preservation Area be designated a site plan control area. This proposal has been changed partly because all publicy-owned properties except 328 Walmer Road are zoned G. The latter property, although City-owned, is rented as an apartment building and so is residentially zoned.

To preserve the area and control the uses in the buildings, the existing R1F zoning will be retained and restrictive controls would be imposed. This would involve restricting the use and gross floor area to that in existence on the date of adoption of this Plan by Council. Any change in use or gross floor area would require rezoning.

The remaining property, 5 Austin Terrace, also known as the E.J. Lennox House, is privately-owned. The Toronto Historical Board included this building on their first list of buildings for 'architectural and contextual reasons'. This property is an important part of the Casa Loma Preservation Area and should be preserved with its present building and grounds. It is proposed that it be zoned to permit only the present floor area on the lot and a wider range of uses. This would encourage the retention of the building in the event it is no longer used as a convent and the City does not acquire it. Institutional uses and selected offices which are permitted in other residential districts would be allowed. It is thought that the property would be well suited to institutional and selected office uses as well as residential uses.

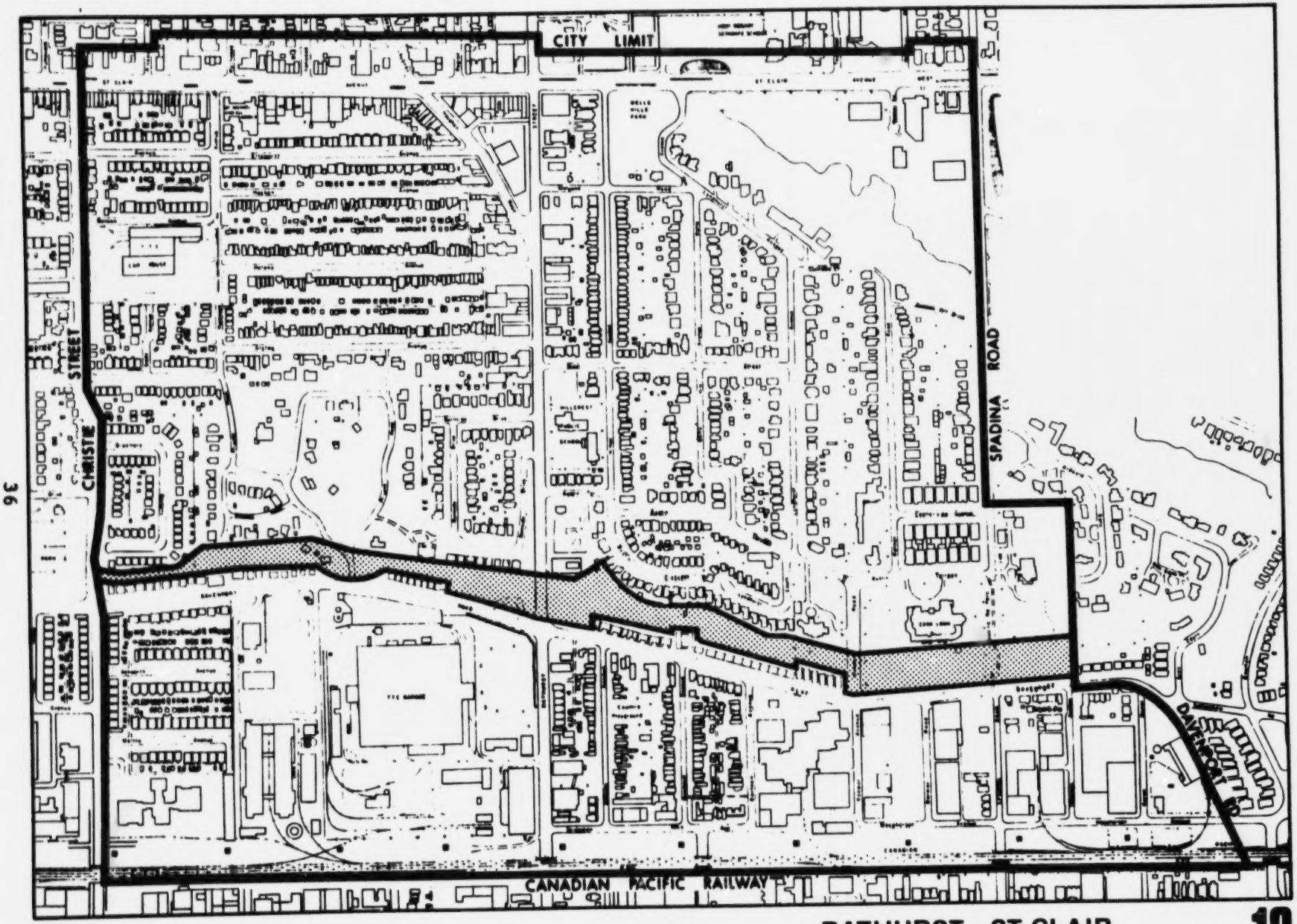
The zoning would therefore restrict the density on the lot to the present floor area, but would allow the following uses in addition to uses normally permitted in an R1F R2 zoning district:

- a nursery school
- a private academic, religious or philanthropic school
- a library
- a monastery, nunnery or religious retreat
- a nursing home
- a home for the aged
- a charitable institution
- an administrative office of a non-profit organization of a religious, educational, fraternal or philanthropic nature

3.6 Escarpment Area of Special Identity

The escarpment is a prominent land formation along the north side of Davenport Road. Section 5.1 of the City's Part I Official Plan states that "The Lakeshore, the Toronto Islands, the ravines and the escarpment are the chief natural features of the City". Since nothing has been done to protect the escarpment, this report recommends the designation of the escarpment as the Escarpment Area of Special Identity. The general intent of the designation is to identify it as a unique element in the area and to preserve it as a feature which is visible to the public. The boundaries as outlined on Map 12 are approximate and subject to detailed study.

The Proposals report proposed that the escarpment area be designated as a site plan control area under Section 40 of The Planning Act. This would require that all the building lots along the entire length of the escarpment be included in the site plan control by-law, and plans for any addition or alteration to a building be submitted to Council for review by property owners. The basic aim to be achieved by designating the escarpment is to protect and preserve the remaining portion of the slope between the upper and lower row of houses, as well as the slope in the southern sections of Casa Loma and Spadina House without putting undue restrictions on houses in the area.



ESCARPMENT AREA OF SPECIAL IDENTITY

0 100 200m

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Several alternatives were considered and it is now proposed that the escarpment slope be protected in a similar manner as the designated ravines. The City has the power to designate certain lands as ravines under Section 2 of the City of Toronto Act, 1971, and several ravines have been desginated in Appendix A of the Part I Official Plan. The Ravine Control By-law passed pursuant to the Weed Control Act regulates any development, destruction of trees or vegetation and excavation or altering of contours in any designated ravine. These regulations cannot be applied to the escarpment as it is not considered a ravine although the intention for both the ravines and the escarpment is to protect the slope. Accordingly, it is recommended that Council seek an amendment to the City of Toronto Act, 1971 so that it be able to designate escarpment in addition to the ravines in the Part I Official Plan and that Council also be able to pass escarpment control by-law which should restrict any development, destruction of trees and vegetation and the altering of contours on the escarpment slope without the consent of Council.

3.7 Zoning and Density in the Nordheimer Ravine

The north and south sides of the Nordheimer Ravine, including the slopes, contain privately-owned lands. The Proposals report recommended zoning the entire ravine as G lands. This designation is not suitable as it implies that the land is, or is intended to become, a park owned and operated by a public agency. Therefore, the zoning of the lands affected has been changed to reflect the present residential zoning. Virtually no land on the north side has any development potential. The south side has a few houses which have some excess density, but they also have sufficient table land available for development. It can safely be said that no substantial amount of excess density is available for large development or additions. It should also be noted that the Nordheimer Ravine is likely to be designated under a ravine control by-law. This control will require the consent of Council for buildings or structures proposed to be located on the ravine slope.

3.8 Zoning for the Mixed Commercial-Residential Area E on Davenport Road

The present zoning of these properties is C2 V2, which permits industrial and commercial uses. In July 1974, Council adopted an intent to rezone the whole of this area R2 Z2 which would only have permitted residential uses. Although this proposed zoning was recognized as being too restrictive given that 25 per cent of the properties were already in commercial use, the final resolution of this zoning was left for this Part II Official Plan study. The Proposals report recommended that the area be zoned CR L1 U100.

However, since it is intended that only non-retail commercial uses be allowed to locate in this area, it was felt that a CR zoning which permits almost all commercial uses could be misleading to a future tenant or owner since the restrictions on the site would not be immediately apparent. Instead, it is proposed that the zoning be R4A Z3 with special exceptions to permit selected additional uses. R4A uses include a full range of residential uses and professional offices. The Z3 density restricts it to 1.0 times the area of the lot, a density which should encourage the preservation of the existing house-form buildings. The additional proposed uses are a custom workshop, an artist's or photographer's studio, and a sample or showroom. The R4A zoning designation clarifies the intent to prohibit retail uses while permitting mixed residential and office uses, as well as restricted commercial use.

3.9 Low to Moderate Income Housing

Low to moderate income housing has been termed 'assisted housing' and defined as follows:

> "assisted housing means housing that is sponsored or financially supported under a government program that is intended to meeting the needs of primarily low to moderate income households."

This definition has been uniformly applied across the City and is used throughout this Plan.

4 Consolidation of Official Plan Statements

This chapter contains the final recommendations for the Part II Official Plan for Bathurst-St. Clair. For a full explanation of the basis for these statements, reference should be made to Chapters 2 and 3 of this report.

It is recommended that the following statements and maps be considered for the purpose of amending the Official Plan Part I for the City of Toronto Planning Area by way of a Part II Official Plan for Bathurst-St. Clair.

1 INTERPRETATION

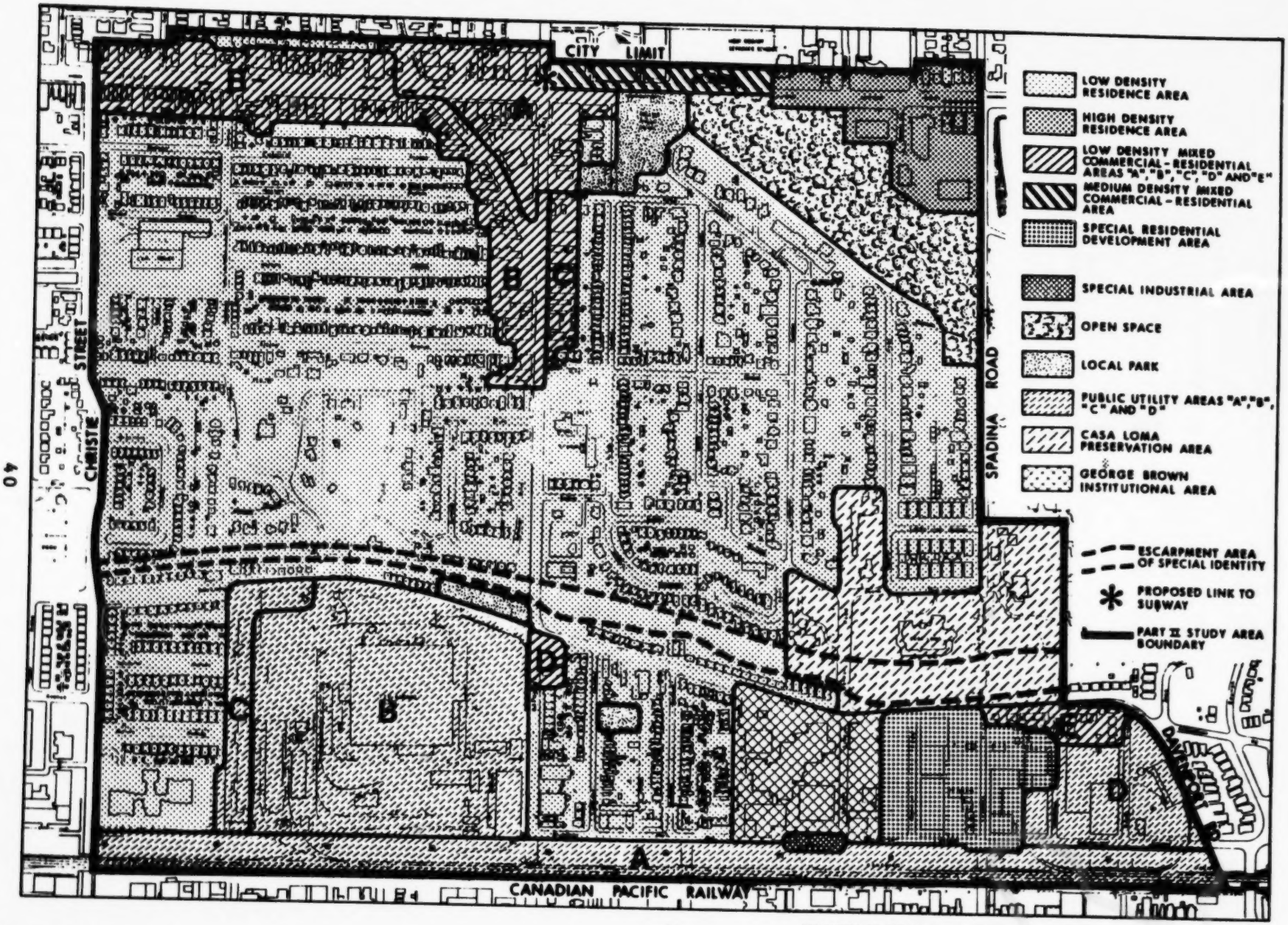
1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, Bathurst-St. Clair is defined as that area within the solid black line as shown on Map A.

1.2 This Amendment is deemed to be Part II of the Official Plan for Bathurst-St. Clair.

1.3 The boundaries of the Residence Areas, the Special Residential Development Area, the Low Density Mixed Commercial-Residential Areas, the Medium Density Mixed Commercial-Residential Area, the Special Industrial Area, the Public Utility Areas, the George Brown Institutional Area, the Casa Loma Preservation Area, the Escarpment Area of Special Identity, and the Local Park and Open Space areas are as set out on Map A which forms part of this Amendment.

1.4 The text, tables, and maps of Part I of the Official Plan continue to apply to Bathurst-St. Clair except in cases where the text and map of this Amendment are in conflict therewith, in which case the text and map of this Amendment shall prevail.

1.5 The Official Plan, Part I, for the City of Toronto Planning Area, is amended by deleting from Map 3 the Area of Permissible Commercial Use located in Bathurst-St. Clair and by deleting Section 2.1(b) of the Part I Official Plan as it applies to Bathurst-St. Clair.



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PROPOSED OFFICIAL PLAN PART II, 1982

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1.6 The Official Plan, Part I, for the City of Toronto Planning Area, is amended by deleting from Map 1 the District Commerce Centre located in Bathurst-St. Clair and by deleting Sections 3.2 and 3.7 of the Part I Official Plan as they apply to Bathurst St. Clair.

2 GENERAL

2.1 Bathurst-St. Clair is a predominantly residential area consisting of a number of distinctive neighbourhoods which provide a wide range of housing accommodation, primarily in a form suitable for families with children. Housing for other types of households is concentrated along the retail strips and arterial roads. Bathurst-St. Clair contains several unique features that are of importance to the City as a whole, such as Casa Loma and the escarpment.

2.2 Council will seek to maintain the environmental qualities of the residential areas of Bathurst-St. Clair and enhance the amenity of areas of historic, architectural, or natural significance. Council will also undertake to strengthen local retail activity and encourage an active pedestrian environment, particularly in the vicinity of the subway; seek ways to provide for the safety of pedestrians; and protect local streets from the impact of through traffic.

Housing

2.3 In accordance with Council's housing goals and long-term targets for the production of housing, and in particular assisted housing, as contained in the Part I Official Plan, Council shall employ its powers of regulation and review and, where appropriate, density incentives, so as to achieve a distribution of residential development in Bathurst-St. Clair in the following manner:

(a) in the existing Low Density Residence Area, a limited amount of housing which is compatible with the stable and distinctive character of the individual residential neighbourhoods will be permitted predominantly in the form of housing suitable for families with children;

(b) in the commercial area, moderate amounts of residential development shall be encouraged which provide housing predominantly for households without school aged children, and in particular for senior citizens;

(c) in the area south of the escarpment around Spadina Road, which will undergo a long-term transition to primarily residential use, significant amounts of housing shall be encouraged for a full range of household types; and

(d) consistent with the distribution of residential development set out above, Council will encourage a significant portion of assisted housing in all residential areas of Bathurst-St. Clair.

Institutions

2.4 It is the policy of Council to employ its powers of regulation and review pertaining to regional institutional uses in Bathurst-St. Clair in order to ensure the compatibility of regional institutions with adjacent residential areas in terms of scale, function, traffic and parking, through the regulation of the expansion of such institutions.

Natural Areas

2.5 It is the policy of Council to seek the provision of an adequate and usable amount of recreation or park space as well as the enhancement of existing local park space and other appropriate areas for present and future residents, workers, and visitors in Bathurst-St. Clair. In particular, Council shall seek to:

(a) improve the means of public access to the Nordheimer Ravine from Wells Hill Avenue, St. Clair Avenue, and Spadina Road, while maintaining its natural state;

(b) preserve and enhance the unique features of the escarpment;

(c) ensure the provision of adequate local park space in new housing areas to meet the needs of future residents; and

(d) retain the amenity of existing local park space.

Transportation

2.6 In order to create a system of traffic, transit, and pedestrian movement consistent with the goals of maintaining a safe and pleasant residential environment and improving the viability of the commercial areas in Bathurst-St. Clair, it is the policy of Council to:

(a) in accordance with Part I of the Official Plan, oppose the widening of arterial roads which would have the effect of increasing the capacity of these roads for private automobile use within or adjacent to Bathurst-St. Clair. However, consideration shall be given to:

(i) the suitability of throat widenings which contribute directly to the operation of surface public transit; and

(ii) the improvement of the intersection of Bathurst Street and St. Clair Avenue West for the purposes of improving pedestrian safety and the operation of surface transit vehicles, through appropriate measures;

(b) encourage a high level of use and efficient operation of public transit in and around Bathurst-St. Clair through:

(i) the improvement of surface transit routes and/or connections to the subway system to ensure adequate service for local residents and workers;

(ii) the monitoring of the pedestrian and traffic generation patterns created by the St. Clair West Subway Station; and

(iii) encouraging the provision of pleasant pedestrian access to the St. Clair West and Dupont Subway Stations.

(c) protect the amenity of local residential streets from the negative effects of through traffic and improve the management of locally generated traffic by means of suitable traffic control measures.

Building Height

2.7 It is the policy of Council to pass by-laws to limit the height of buildings in Bathurst-St. Clair in order to:

(a) maintain the predominantly low rise scale of the stable residential areas;

(b) protect the distinctive characteristics of the escarpment, the Nordheimer Ravine, and the buildings and land in the vicinity of Casa Loma;

(c) ensure the visual coherence of both the commercial retail area and the high rise residential area and their compatibility in scale with the adjacent low rise residential areas; and

(d) secure a low-to-moderate scale in the transitional area south of the escarpment which respects the views and character of Casa Loma and the escarpment to the north.

3 RESIDENCE AREAS

3.1 Section 2.1(b) of Part I of the Official Plan pertaining to Areas of Permissible Commercial and Industrial Use shall not apply in Bathurst-St. Clair.

Low Density Residence Area

3.2 The Low Density Residence Area shall be regarded as stable in accordance with Section 2.8(a) of Part I of the Official Plan, and consisting of a number of distinctive neighbourhoods providing primarily family housing.

3.3 In order to maintain the scale, character, and function of the distinctive neighbourhoods within Bathurst-St. Clair, Council shall enact amendments to the Zoning By-law pertaining to matters including, but not limited to, standards for the setback of residential buildings.

3.4 Section 2.8(a)(i) of Part I of the Official Plan, pertaining to residential buildings on sites the greater proportion of which are used for industrial

or legally non-conforming commercial purposes in Low Density Residence Areas shall continue to apply in Bathurst-St. Clair, provided that the gross floor area of any such residential building does not exceed 1.35 times the area of the lot.

3.5 Prior to passing by-laws to increase the permitted residential density in a Low Density Residence Area, upon application therefor by the owner of a lot, Council shall be satisfied that:

(a) any such building will be compatible with the existing characteristics of the streetscape with respect to setbacks, roof lines, fenestration, and construction materials;

(b) any such building will be consistent in scale and height with buildings in the immediate vicinity;

(c) any such building will not have a significant adverse effect on the conditions of residential amenity of the neighbourhood, having particular regard to the expected increase in population and vehicular traffic which may result;

(d) schools, parks, active recreation facilities and other community services for families in the area are sufficient to adequately serve the increased population which will result from any such building;

(e) mature healthy trees are retained except where such retention would preclude desirable development;

(f) housing units do not take vehicular access from arterial streets, except where a rear lane is not provided or design considerations make other access difficult; and

(g) adequate park space is provided for residents.

High Density Residence Area

3.6 The High Density Residence Area shall be regarded as an area suitable for households primarily without young children.

3.7 In the High Density Residence Area residential buildings will be permitted having a gross floor area up to 2.0 times the area of the lot, encouraging the following guidelines to be respected:

(a) any such building is compatible in built form with the scale of buildings on St. Clair Avenue east of Spadina Road;

(b) the development does not have an undue adverse effect on adjacent properties;

(c) problems of access and parking have been adequately dealt with;

(d) that the new buildings will enchance St. Clair Avenue West and provide a satisfactory living environment.

4 SPECIAL RESIDENTIAL DEVELOPMENT AREA

Special Residential Development Area

4.1 The Special Residential Development Area shall be regarded as a priority area for transition to residential use through development of low and moderate scale housing. Industrial use shall be regarded as appropriate, provided any such use is environmentally compatible with adjacent residential or commercial areas.

4.2 In the Special Residential Development Area, Council may pass by-laws to permit:

(i) industrial buildings or uses which are environmentally compatible with adjacent residential or commercial areas having a gross floor area up to 1.0 times the area of the lot; or

(ii) upon application therefor by the owner of a lot, residential buildings having a gross floor area up to 2.0 times the area of the lot; or

(iii) upon application therefor by the owner of a lot, buildings containing commercial retail and service uses of a local convenience nature, having a gross floor area up to 0.5

times the area of the lot, provided that any such uses and floor space fulfill only a local convenience function not otherwise satisfied by similar existing uses within the vicinity; or

(iv) upon application therefor by the owner of a lot, buildings containing a mix of residential uses and commercial retail and service uses of a local convenience nature, having a total gross floor area up to 2.0 times the area of the lot, provided that the gross floor area of commercial retail and service uses in any such buildings do not exceed 0.5 times the area of the lot, and that the commercial retail and service uses fulfill a local convenience function not otherwise satisfied by similar existing uses within the vicinity.

4.3 Prior to passing by-laws referred to in Section 4.2 to permit residential uses, alone or in combination with other uses permitted by this Plan, Council shall be satisfied that:

(a) a desirable residential environment can be created, and in particular, that adequate provision is made for commercial retail and service uses of a local convenience nature, community services and facilities for present and future residents;

(b) adequate park space is provided to serve the present and future residents;

(c) adequate school facilities will be provided to accommodate the anticipated number of elementary and secondary school students generated by any residential development in or adjacent to the area;

(d) adjacent or nearby non-residential uses are environmentally compatible with any proposed residential uses in terms of parking, traffic, noise, dust and odour and, where appropriate, visual and sound protection is assured for such residential uses;

(e) access to residential development is designed so as to minimize traffic conflicts on arterial roads and to protect the amenity of local residential streets;

(f) building height and arrangement respect the unique character of the Casa Loma Preservation Area and the Escarpment Area of Special Identity where appropriate, and the views to and from these Areas; and

(g) in considering applications to permit the maximum residential density on a lot, a component of assisted housing should be provided, unless Council is satisfied that such housing cannot be provided or is otherwise inappropriate.

General Policy Applicable to Industrial Buildings or Uses

4.4 Notwithstanding any other provisions of this Plan, where, in the Special Residential Development Area at the date of passage of a by-law prohibiting the use of buildings for purposes not permitted by such by-law or the erection of a building in excess of the maximum stipulated gross floor area applicable to industrial buildings or uses set out in such by-law, a building is lawfully used or erected to a gross floor area in excess of that permitted by such by-law, Council may pass by-laws to permit the enlargement or extension of any such building, provided that prior to the enactment of any such latter by-law, Council shall be satisfied that:

(a) any such enlargement or extension shall not lessen the amenity of existing or potential adjacent residential or commercial areas, having particular regard to the conditions of noise, dust, fumes, odour, vibrations and traffic generation; and

(b) any such by-law limits the gross floor area of such enlargement or extension to no more than ten (10) per cent of the gross floor area used for industrial purposes existing on a lot as on the date of the passage of any such by-law.

Public Utility Areas

4.5 The Public Utility Area A shall be regarded as suitable for hydro-electric transmission facilities, railway uses, parking, and incidental and accessory uses, and as an area suitable for the provision of local parks, particularly in conjunction with the development of housing in nearby areas.

4.6 In the Public Utility Area A, Council may pass by-laws to permit railway and accessory uses, hydro-electric transmission facilities, parks and community uses and parking facilities.

4.7 In the Public Utility Area A, Council shall seek to ensure that:

(a) existing parking uses on publicly-owned land, where possible, are brought under the management of the Parking Authority of Toronto, so as to ensure the provision of adequate parking for adjacent uses, in particular George Brown College, the co-ordination of such parking, and the encouragement of public transit utilization through appropriate parking pricing policies; and

(b) the visual and public amenity of the Ontario and Toronto Hydro-Electric Commission right-of-way is improved through:

(i) the landscaping of parking lots, including those in private operation and those managed by the Parking Authority of Toronto; and

(ii) the establishment of local parks through acquisition, lease arrangement, or other means of securing lands to the City, or through assisting in the appropriate improvement and landscaping of publicly-owned land.

Public Utility Areas B and C

4.8 Public Utility Areas B and C shall be regarded as suitable for light industry and uses required by the Toronto Transit Commission for the maintenance, repair and testing of vehicles and track, and administration of the Toronto Transit Commission.

4.9 In Public Utility Area B, Council may pass by-laws to permit:

(a) light industry and/or the existing Toronto Transit Commission uses, and their expansion and relocation, having a gross floor area up to 1.0 times the area of the lot; and

(b) upon application by the owner, new uses that the Toronto Transit Commission requires for the maintenance, repair and testing of vehicles in combination with uses permitted by paragraph (a) above, up to a gross floor area of 1.0 times the area of the lot, provided that Council is satisfied that there will be no adverse effects on adjoining residential neighbourhoods, and that access will be taken from Bathurst Street and/or Davenport Road.

4.10 In Public Utility Area C, Council may pass by-laws to permit:

(a) light industry having a gross floor area up to 1.0 times the area of the lot; and

(b) upon application by the owner, uses that the Toronto Transit Commission requires for the maintenance, repair and testing of vehicles and track, and administration, having a gross floor area up to 1.0 times the area of the lot.

4.11 Prior to passing by-laws to allow the uses permitted in Section 4.10(b), Council shall be satisfied that:

(a) the uses for the area will be environmentally compatible (e.g. noise, fumes, odours and vibrations will be within clearly acceptable levels), either inherently or through design and special equipment, with the residential neighbourhoods adjacent to the site and also aesthetically acceptable; and

(b) adequate landscaping is provided between the residential neighbourhoods and the industrial lands.

Public Utility Area D

4.12 Public Utility Area D shall be regarded as appropriate for hydro-electric transmission facilities and those related buildings and uses which are environmentally compatible with adjacent residential or commercial areas.

4.13 In Public Utility Area D, Council may pass by-laws to permit:

hydro-electric transmission facilities and those related buildings and uses which are environmentally compatible with adjacent residential or commercial areas, having a gross floor area up to 3.0 times the area of the lot.

5 LOW DENSITY MIXED COMMERCIAL-RESIDENTIAL AREAS

Low Density Mixed Commercial-Residential Area A

5.1 Low Density Mixed Commercial-Residential Area A shall be regarded as an area containing residential, commercial and institutional uses, wherein street-related retail and service uses and residential uses predominate.

5.2 In Low Density Mixed Commercial-Residential Area A, Council may pass by-laws to permit:

(i) buildings containing only residential uses up to a maximum residential density of 200 units per hectare; or

(ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 2.0 times the area of the lot; or

(iii) buildings containing a mix of residential uses and commercial and/or institutional uses up to the densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.5$$

provided that the non-residential density does not exceed 2.0 times the area of the lot and the residential density does not exceed 200 units per hectare.

Low Density Mixed Commercial-Residential Area B

5.3 Low Density Mixed Commercial-Residential Area B shall be regarded as a predominantly street-related retail and service use area within which residential uses will be encouraged and commercial office and institutional uses permitted.

5.4 In Low Density Mixed Commercial-Residential Area B, Council may pass by-laws to permit:

(i) buildings containing only residential uses, up to a maximum residential density of 200 units per hectare; or

(ii) buildings containing only commercial and/or institutional uses, up to a maximum non-residential density of 1.0 times the area of the lot; or

(iii) buildings containing a mix of residential uses and commercial and/or institutional uses up to the densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.0$$

provided that the non-residential density does not exceed 1.0 times the area of the lot and the residential density does not exceed 200 units per hectare.

Low Density Mixed Commercial-Residential Area C

5.5 Low Density Mixed Commercial-Residential Area C shall be regarded as an area suitable for predominantly residential uses, within which commercial and institutional uses shall be permitted. Local retail and service shops shall be permitted which primarily serve the adjacent residential community.

5.6 In Low Density Mixed Commercial-Residential Area C, Council may pass by-laws to permit:

(i) buildings containing only residential uses, up to a maximum residential density of 200 units per hectare; or

(ii) buildings containing only commercial and/or institutional uses, up to a maximum non-residential density of 0.5 times the area of the lot; or

(iii) buildings containing a mix of residential uses and commercial and/or institutional uses up to the densities determiend by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.0$$

provided that the non-residential density does not exceed 0.5 times the area of the lot and the residential density does not exceed 200 units per hectare.

5.7 In order to permit only local retail commercial uses which serve the immediate neighbourhood, Council shall enact amendments to the Zoning By-law applicable to Low Density Mixed Commercial-Residential Area C.

Low Density Mixed Commercial-Residential Area D

5.8 Low Density Mixed Commercial-Residential Area D shall be regarded as an area suitable for commercial, residential and/or institutional uses.

5.9 In Low Density Mixed Commercial-Residential Area D, Council may pass by-laws to permit:

(a) buildings containing only residential uses, up to a maximum residential density of 150 units per hectare; or

(b) buildings containing only commercial and/or institutional uses, up to a maximum non-residential density of 1.0 times the area of the lot; or

(c) buildings containing a mix of residential uses, and commercial and/or institutional uses, up to the non-residential and residential densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.0$$

provided that the non-residential density does not exceed 2.0 times the area of the lot and the residential density does not exceed 150 units per hectare.

General Policies Applicable to Low Density Mixed Commercial-Residential Areas A, B and C

5.10 In Low Density Mixed Commercial-Residential Area A, B and C, Council shall employ its powers of review pertaining to the development or redevelopment of land or buildings, in order to ensure that:

(a) adequate vehicular access is provided to the site, and proper and safe movement of pedestrian and vehicular traffic takes place thereon;

(b) off-street vehicular parking will not adversely affect the existing streetscape;

(c) pedestrian activity is encouraged at the street level through the location of main points of pedestrian access to retail and service uses in direct relation to the public sidewalk;

(d) the quality and character of an adjacent building listed or designated as being of historic or architectural value or interest will be respected; and

(e) the impact on adjacent Low Density Residence Areas with respect to shadowing and privacy is minimized.

5.11 Notwithstanding the provisions of Sections 5.2, 5.4, 5.6 and 5.9 on lots having a lesser area than 333 square metres, Council may pass by-laws in Low Density Mixed Commercial-Residential Areas A, B, C and D to permit buildings containing densities as mentioned below:

Areas	Maximum Density in Residential Building F.S.I.	Maximum Density in Commercial/ Institutional Building F.S.I.	Maximum Density in Mixed-use Building F.S.I.
A	2.5	2.0	2.5
B	2.0	1.0	2.0
C	2.0	0.5	2.0
D	2.0	1.0	2.0

provided the residential and non-residential densities in a mixed-use building in any area do not exceed the ones outlined in the above table.

5.12 Notwithstanding the provisions of Section 5.2, 5.4, 5.6 and 5.9, Council may pass by-laws to permit buildings containing residential uses, alone or in combination with commercial and/or institutional uses, at densities up to 25 per cent greater than the residential densities permitted by Sections 5.2, 5.4, 5.6 and 5.9 provided that the owner of any such building agrees with the City to provide such additional residential density or additional residential gross floor area for the purpose of assisted housing.

5.13 Notwithstanding the provisions of Sections 5.2, 5.4, 5.6 and 5.9, Council may, subject to Section 3A.5(a) of Part I of the Official Plan, pass by-laws in Low Density Mixed Commercial-Residential Areas A, B, C and D to permit, upon application therefor by the owner of a lot, buildings containing special housing, alone or in combination with other uses, up to the special residential densities as specified below:

(i) in exclusively residential buildings, up to a special residential density of 500 dwelling units per hectare in Areas A, and 400 dwelling units per hectare in Area B, C and D; or

(ii) in buildings containing a mix of special housing and commercial and/or institutional uses, up to the non-residential and special residential densities as determined by the following mixing formulae:

(a) in Area A:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{200} = 2$$

provided that the non-residential density does not exceed 2.0 and the special residential density does not exceed 500 units per hectare;

(b) in Areas B, C and D:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{200} = 2.0$$

provided that the non-residential density does not exceed 1.0 and 0.5 times the area of the lot in B, C and D, respectively, and the special residential density does not exceed 400 units per hectare.

Low Density Mixed Commercial-Residential Area E

5.14 Low Density Mixed Commercial-Residential Area E shall be regarded as a residential area and an area where non-retail commercial uses shall be permitted to locate within the existing house form buildings.

5.15 In order to ensure compatibility between uses and prevent the worsening of traffic conditions on Davenport Road, Council shall enact amendments to the Zoning By-law applicable to Low Density Mixed Commercial-Residential Area E, to prohibit commercial uses that generate high levels of traffic and/or a high demand for parking facilities.

5.16 In Low Density Mixed Commercial-Residential Area E, Council may pass by-laws to permit buildings containing residential uses, non-retail commercial uses and/or community services and facilities up to a maximum density of 1.5 times the area of the lot.

Medium Density Mixed Commercial-Residential Area

5.17 The Medium Density Mixed Commercial-Residential Area is suitable for residential, commercial and institutional uses at low densities, wherein street-related retail uses and residential uses

predominate. It is also suitable for comprehensive redevelopment at a higher density in combination with the adjacent lands to the north in the Borough of York in order to make full use of its location on the subway line and link together the built-up area to the east and west of the site along St. Clair Avenue West as well as the residential areas in the City and the Borough of York.

5.18 In the Medium Density Mixed Commercial-Residential Area, Council may pass by-laws to permit:

(i) buildings containing only residential uses up to a maximum residential density of 200 units per hectare; or

(ii) buildings containing only commercial and/or institutional uses up to a maximum non-residential density of 2.0 times the area of the lot; or

(iii) buildings containing a mix of residential uses and commercial uses and/or institutional uses at densities determined by the following mixing formula:

$$\text{Non-residential density} + \frac{\text{Residential Density}}{100} = 2.5$$

provided that the residential density does not exceed 200 units per hectare and the non-residential density does not exceed 2.0 times the area of the lot.

5.19 Notwithstanding the provisions in Section 5.18, but subject to Section 5.17, Council may, on application therefor by the owner of the lot, pass by-laws to permit:

(i) buildings containing only residential uses up to a maximum residential density of 300 units per hectare; or

(ii) a scheme containing a mix of residential uses and commercial and/or institutional uses up to the densities determined by the following mixing formula:

Non-residential density + $\frac{\text{Residential Density}}{100}$ = 3.5

provided that the non-residential density does not exceed 2.0 times the area of the lot and the residential density does not exceed 300 units per hectare.

5.20 Prior to passing by-laws as referred to in Section 5.19, Council shall be satisfied that:

(a) the scheme is a comprehensive development of the lands south of St. Michael's College and west of the Holy Rosary Church;

(b) the scheme is a mixed-use development in which the predominant component is used for residential purposes;

(c) the form, height and scale of buildings will enhance the attractiveness of St. Clair Avenue West, and will not have a negative impact on other adjacent areas;

(d) direct, grade-related pedestrian links are provided from Bathurst Street to the subway station;

(e) pedestrian activity is encouraged along St. Clair Avenue West and from the development to the Nordheimer Ravine; and

(f) the retail component is designed in form and density to complement the existing retail strips in the vicinity.

6 SPECIAL INDUSTRIAL AREA

6.1 The Special Industrial Area shall be regarded as an area suitable for light industrial uses.

6.2 In the Special Industrial Area, Council may pass by-laws to permit:

(i) buildings containing only light industrial uses up to 1.0 times the area of the lot;

(ii) notwithstanding (i) above, the expansion of existing industrial uses that are at or above a density of 1.0 times the area of the lot, by a maximum of 20 per cent of the existing gross floor area, where Council is satisfied there will be no additional adverse affects on the neighbouring residential properties.

7 GEORGE BROWN INSTITUTIONAL AREA

7.1 The George Brown Institutional Area shall be regarded as an area containing institutions, providing primarily educational and education-related uses; residential uses; and incidental commercial uses serving the residents and users of the institutions in this Area.

7.2 (a) In order not to aggravate the parking and traffic conditions generated by the institutional uses in the George Brown Institutional Area, it is the policy of Council to require an appropriate provision of user parking by enacting amendments to the Zoning By-law applicable to the non-residential gross floor area of primary facilities in institutional buildings.

(b) Notwithstanding Section 7.2(a), Council shall, upon application therefor by the owner of a lot, consider reductions from the parking requirements referred to in Section 7.2(a), provided Council is satisfied that:

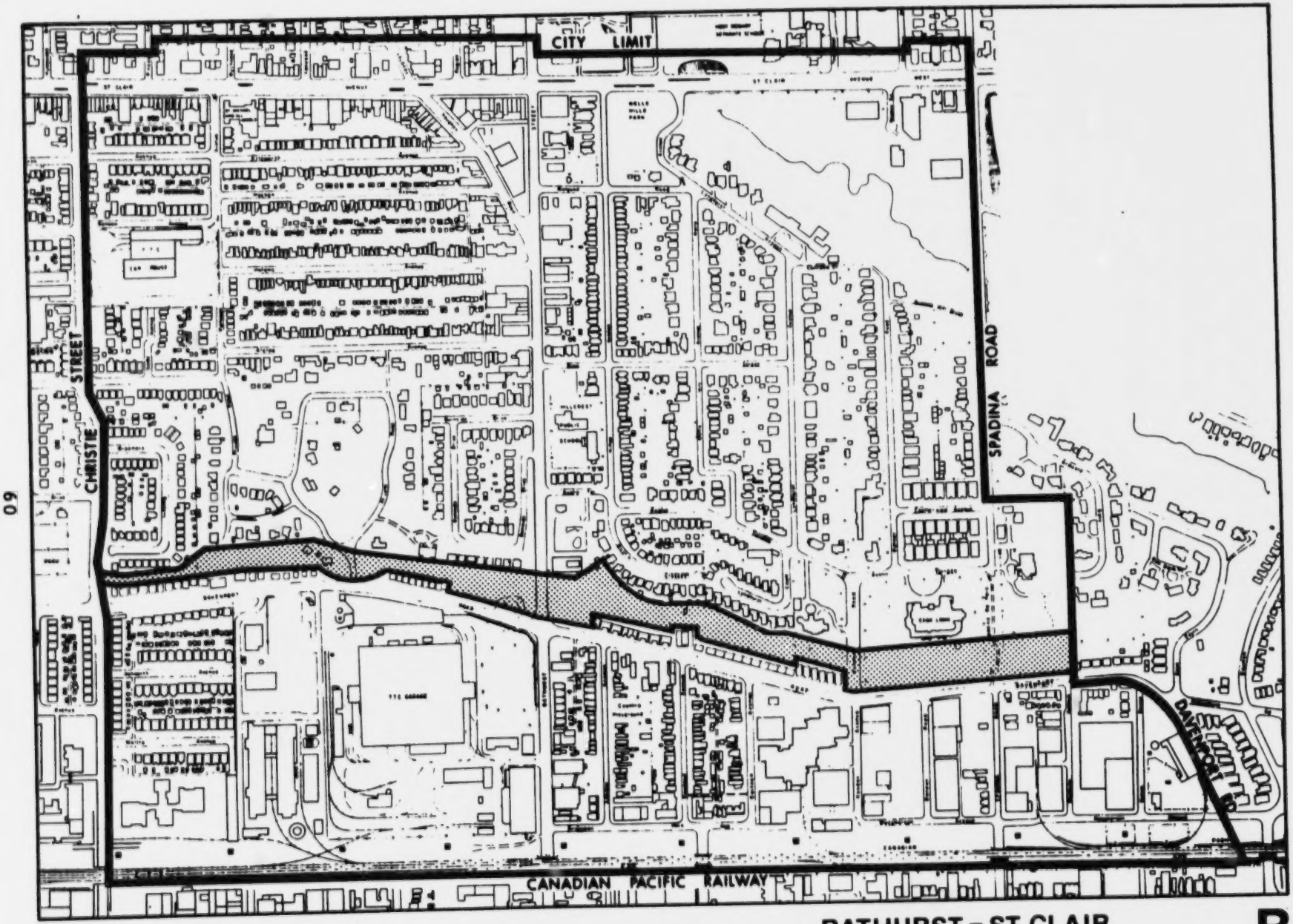
(i) the improvement of primary facilities does not increase the demand for user parking; and/or

(ii) the demand on the existing parking spaces by the users of the institution has been sufficiently reduced so that the existing supply of parking spaces is adequate to meet the demand.

7.3 In the George Brown Institutional Area, Council may pass by-laws to permit:

(i) institutional buildings having a gross floor area up to 2.5 times the area of the lot; or

(ii) commercial buildings having a gross floor area up to 0.5 times the area of the lot; or



ESCARPMENT AREA OF SPECIAL IDENTITY

0 100 200m

BATHURST – ST. CLAIR **B**

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(iii) residential buildings up to a residential density of 200 units per hectare; or

(iv) buildings containing a mix of residential uses and commercial and/or institutional uses up to the non-residential and residential densities determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{100} = 2.5$$

provided that the non-residential density of the institutional component of any such building does not exceed 2.5, the non-residential density of the commercial component does not exceed 0.5, and that the residential density does not exceed 200 units per hectare.

(v) Notwithstanding the provisions of Section 7.3(i), (ii), (iii), and (iv), Council may, subject to Section 3A.5(a) of Part I of the Official Plan, pass by-laws in the George Brown Institutional Area to permit, upon application therefor by the owner of a lot, buildings containing special housing, alone or in combination with other uses, up to the special residential densities as specified below:

(i) in exclusively residential buildings, up to a special residential density of 625 units per hectare; or

(ii) in buildings containing a mix of special housing and commercial and/or institutional uses, up to the non-residential and special residential densities as determined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Special Residential Density}}{230} = 3.0$$

provided that the non-residential density of the commercial component of any such building does not exceed 0.5, the non-residential density of the institutional component of any such building does not exceed 2.5, and that the special residential density does not exceed 625 units per hectare.

8 CASA LOMA PRESERVATION AREA AND ESCARPMENT AREA OF SPECIAL IDENTITY

Casa Loma Preservation Area

8.1 The Casa Loma Preservation Area, consisting of the lands and buildings known as Casa Loma, its Stables and Hunting Lodge, the Austin Estate (Spadina House), and the E.J. Lennox House, shall be regarded as an area of historic and architectural importance to the City, serving as a resource for community activities, tourism and other public uses, and containing commercial uses appropriate to its role, residential uses, institutional uses, and park uses.

8.2 Prior to enacting any amendments to the Zoning By-law upon application therefor by the owner of the lot to permit any uses referred to in Section 8.1, Council, in consultation with the appropriate bodies, shall be satisfied that:

(a) the expansion and/or change in use enhances the public amenity of the area;

(b) such expansion and/or change, or change in use, is compatible with the existing historical and architectural character of the area and the site, and with the adjacent residential neighbourhood.

8.3 It is the policy of Council to take all appropriate steps to maintain the character of this Area and to encourage suitable public use. Accordingly, Council shall, in consultation with the appropriate bodies:

(a) enhance the attractiveness of the Area through such measures as street lighting, paving, and landscaping;

(b) encourage the use of the escarpment slope for passive recreation purposes through the provision of benches, pathways, and improved pedestrian access, particularly from the south.

Escarpment Area of Special Identity

8.4 Certain lands within the Low Density Residence Area and the Casa Loma Preservation Area are designated as the Escarpment Area of Special Identity as shown on Map B. Accordingly, Council shall:

(a) designate the area shown on Map B as the Escarpment Area of Special Identity;

(b) protect and enhance the visual, natural, and public amenity of the lands within the Escarpment Area of Special Identity;

(c) improve public access to those parts of the Area within the Casa Loma Preservation Area which are open to the public and are suitable for recreation purposes; and

(d) encourage property owners in the Area to maintain or improve their existing landscaping so as to respect the character of the escarpment.

9 LANDSCAPING, LOCAL PARKS, AND THE RAVINE

Landscaping

9.1 It is the policy of Council to improve the environment of Bathurst-St. Clair by carrying out, in conjunction with the owners of land in the areas affected, appropriate landscaping programs, including the preservation, planting, and replacement of trees. With respect to such programs, Council shall provide or encourage the provision of the following:

(a) a landscaped and treed visual buffer along the northern edge of the C.P.R. tracks;

(b) a landscaped walkway between George Brown College and the Dupont Subway Station; and

(c) treed boulevards along public streets in the Special Residential Development Area.

Local Parks

9.2 (a) The north-west portion of Bathurst-St. Clair is deficient in parkland. It is therefore Council policy to rectify this situation by any means at its disposal including, but not limited to: parks purchase, securing parkland as a condition of rezoning to higher residential density, leasing of surplus lands, and encouraging the use of private lands for public use. In particular, the City will seek to ensure that if the Toronto Transit Commission redevelops the Wychwood Car Barns, that a park will be created on a portion of the site.

(b) In addition, Council shall consider, in the event of the disposal of lands located within Bathurst-St. Clair and owned by various levels of government or any boards, agencies, commissions or government-related institutions, the appropriateness of developing such lands for parks and/or public recreation purposes.

The Ravine

9.3 The policies with respect to ravines contained in Part I of the Official Plan pertaining to the regulation of the destruction of trees or other natural vegetation and the excavating or altering of contours, shall continue to apply in Bathurst-St. Clair. It is also the policy of Council to enhance the amenity of the publicly-owned lands in the Nordheimer Ravine for recreation purposes.

5 Consolidation of Zoning Amendments

Along with the establishment of the Official Plan, techniques to implement these policies must be introduced. Amendments to the Zoning By-law constitute most of these actions but additional measures are also required. This section outlines proposed amendments to the Zoning By-law, additional studies to be carried out in addition to other policies that all give effect to the Official Plan.

5.1 Proposed Amendments to the Zoning By-law

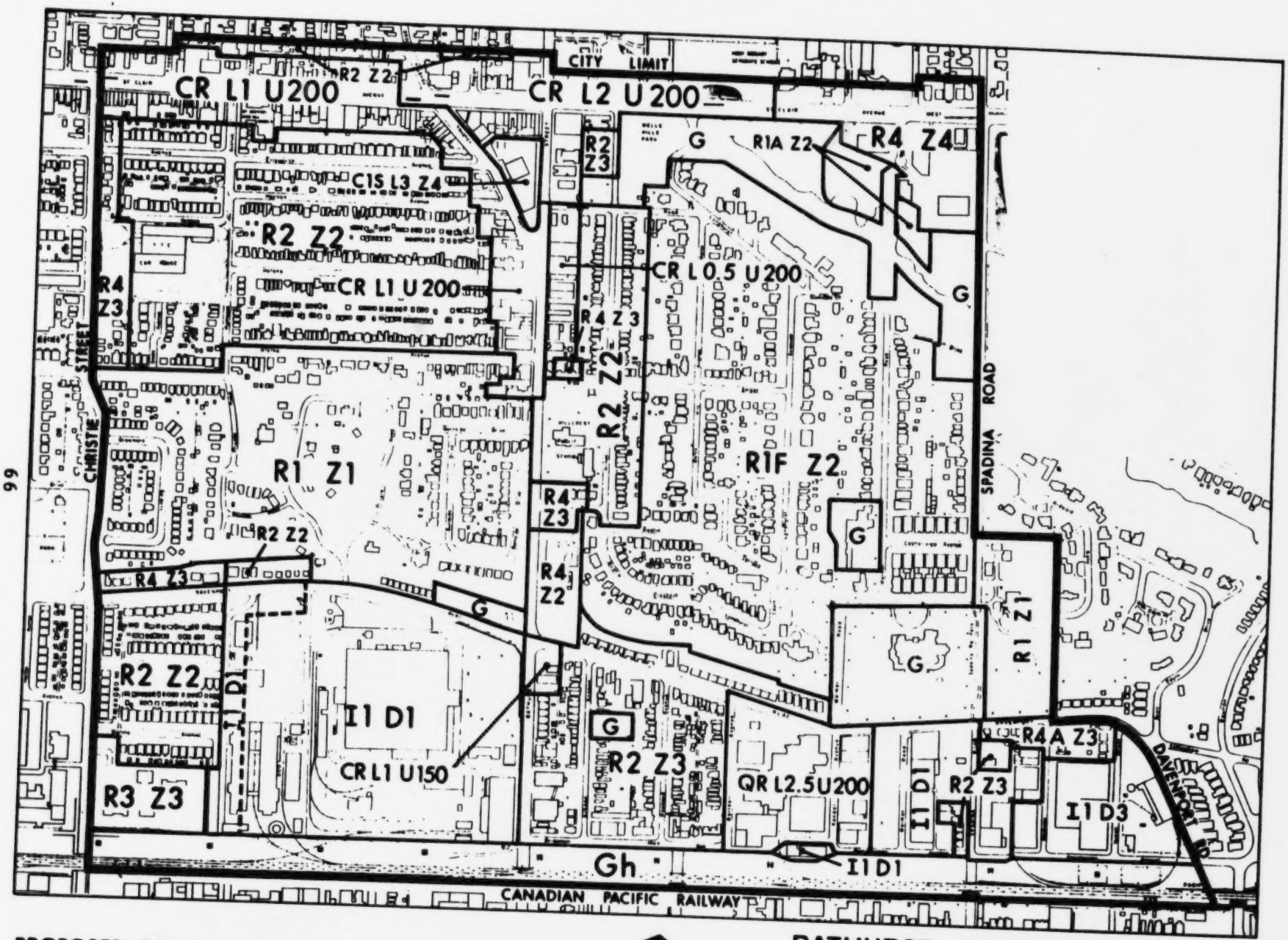
5.1.1 Density

(a) That District Maps 49J-323, 50J-321 and 50J-322 of Appendix "A" of Zoning By-law 20623, as amended, as they apply to Bathurst-St. Clair, be amended in accordance with Map C.

(b) None of the provisions of paragraph (f), Subsection 12 of Section 4 of By-law 20623, as amended, shall apply to Bathurst-St. Clair. In lieu thereof, no person shall on any lot in a L0.5 U200, L1 U200, L1 U150 and L2 U200 zones in Bathurst-St. Clair, erect or use any mixed-use building in which the sum of the non-residential floor area in square metres plus the number obtained by multiplying 100 times the number of dwelling units is greater than the value of the constant prescribed below for the density zone in which the lot is located provided that:

(i) the non-residential gross floor area contained in such mixed-use building does not exceed the non-residential gross floor area permited to be erected or used on the lot on which the building is erected, by either paragraph (c) or (d) of Subsection 12 of Section 4 of By-law 20623, as amended.

(ii) the number of dwelling units contained in such mixed-use building does not exceed the number of dwelling units permitted to be erected or used on the lot on which the building is erected, by either paragraph (d) or (e) of Subsection (12) of Section 4 of By-law 20623, as amended.



PROPOSED ZONING, 1982

0 100 200m

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Density Zone	Constant
L0.5 U200	2.0 times the area of the lot
L1 U200	2.0 times the area of the lot
L1 U150	2.0 times the area of the lot
L2 U200	2.5 times the area of the lot

(c) Senior Citizens' Housing

(i) Amend paragraph J(ii) of Subsection 12 of Section 4 of By-law 20623, as amended, to permit the following in Bathurst-St. Clair:

Density Zoning	No. of Senior Citizens' Housing Dwelling Units
L0.5 U200	400 dwelling units/hectare
L1 U200	400 dwelling units/hectare
L1 U150	400 dwelling units/hectare
L2 U200	500 dwelling units/hectare

(ii) Amend paragraph J(iii) of Subsection 12, Section 4 of By-law 20623, as amended, to permit the following in Bathurst-St. Clair:

Density Zone	Constant
L0.5 U200	2.0 times the lot area
L1 U200	2.0 times the lot area
L1 U150	2.0 times the lot area
L2 U200	2.5 times the lot area

5.1.2 Special Use Provisions

(a) For the area shown as CR L0.5 U200 on Map C, delete the following uses listed in Section 12A of By-law 20623, as amended.

(i) Under "Local Retail and Service Shops" delete a tavern or public house, a dry cleaning shop, a laundry shop;

(ii) Under "General Retail and Service Shops" delete all uses listed thereunder except a real estate sales office, a photographer's shop, a travel agent, a sample or showroom;

(iii) Under "Offices" delete a newspaper plant;

(iv) Under "Workshops and Studios" delete all uses listed thereunder;

(v) Under "Places of Amusement and Assembly" delete all uses listed thereunder;

(vi) Under "Automobile Related Uses" delete all uses listed thereunder;

(vii) Under "Miscellaneous Non-Residential Uses" delete all uses listed thereunder.

(b) It is recommended that Section 16 of By-law 20623, as amended, be amended so that none of the provisions of that by-law or any restrictive area by-law shall apply to prevent:

(i) the erection or use of a building for a custom workshop, an artists' or photographer's studio or a sample or showroom in an R4A district located on the south side of Davenport Road as shown on Map C;

(ii) the use of the lands for railway line purposes in the area shown as Gh on Map C.

5.1.3 Height Limits

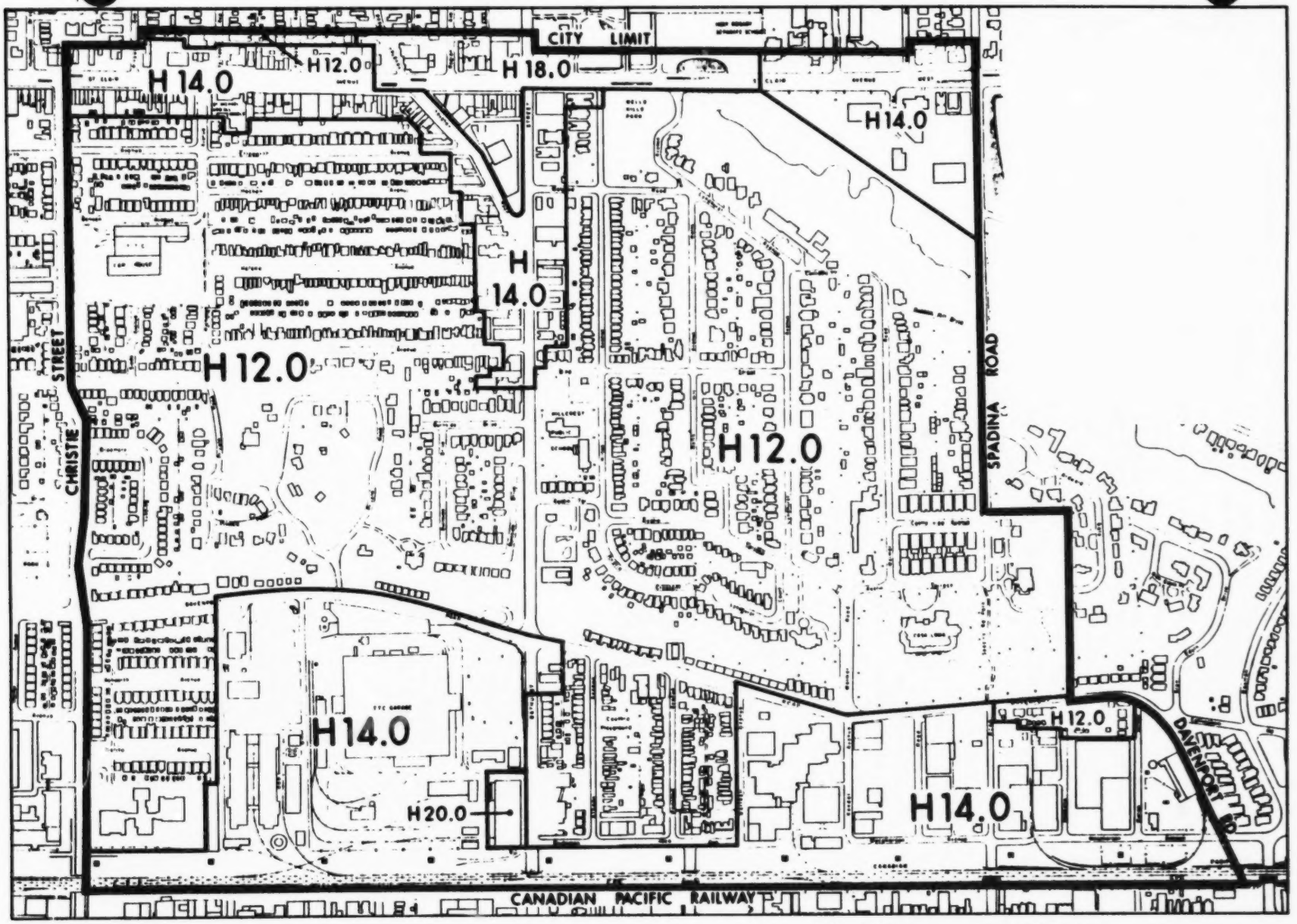
It is recommended that District Maps 49J-323, 50J-321 and 50J-322 of Appendix B of Zoning By-law 20623, as amended, be amended in accordance with height limits as shown on Map D.

5.1.4 Specific Provisions Applicable to Specific Properties in Bathurst-St. Clair

It is recommended that Section 16 of By-law 20623, as amended, be amended so as to provide that none of the provisions of that by-law or any restrictive area by-law shall apply to:

(a) prevent the use of the premises known as 603 Davenport Road for the purposes of an automobile service station, at the date of adoption of this Plan.

(b) prevent the use of the premises known as 1130 Bathurst Street and that part of 805 Davenport Road, excluding a strip of land comprising the westerly and northerly 35 metres of the lot, for Toronto Transit Commission uses in existence at the date of adoption of this Plan.



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PROPOSED HEIGHT DISTRICTS 1982

0 100 200m

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(c) prevent the use of the premises known as 235 Walmer Road for the uses and gross floor area in existence at the date of adoption of this Plan.

(d) prevent the use of the premises known as 328 Walmer Road, 330 Walmer Road, 285 Spadina Road and 1 Austin Terrace for the uses and gross floor area in existence at the date of adoption of this Plan.

(e) prevent the use of the premises known as 5 Austin Terrace for the following uses in addition to the uses permitted in an R1F district:

> a nursery school, a library, a private academic, religious or philanthropic school, a nursing home, a home for the aged, a monastery, a nursery or a religious retreat, a charitable institution, an administrative office of a non-profit organization of a religious, educational, recreational, fraternal, or philanthropic nature

provided that the building or structure shall not exceed the gross floor area in existence at the date of adoption of this Plan.

5.1.5 Minimum Front Yard Setback

That the Zoning By-law be amended so as to provide, in Z1, Z2, Z3 and Z4 residential districts that the minimum front yard setback on any residential lot shall be the average of the front yard setback of the two adjacent residential properties on each side of the lot or 6.0 metres, whichever is the lesser except:

(i) where the lot is bordered by residential properties on one side only, the minimum front yard setback shall be the equivalent of the average lot frontage of the two adjacent residential properties or the equivalent of the sole adjacent residential property, as the case may be, or 6.0 metres, whichever is the lesser; or

(ii) where there are no residential properties adjacent to the lot on either side, then the minimum front yard setback shall be 6.0 metres.

5.1.6 By-laws to Prevail

Amend Section 17 of By-law 20623, as amended, and permit the continued application of the following general and site specific by-laws:

By-law No. 22311, being "A By-law To amend By-law 20623 respecting Nos. 320 to 336 Spadina Road", passed November 9, 1964;

By-law No. 162-67 being "A By-law To amend By-law 20623 respecting certain lands known as 355 St. Clair Avenue West", passed April 12, 1967;

By-law No. 226-68, being "A By-law To amend By-law No. 20623 by redesignating as C1S L3 Z4 certain lands south of St. Clair Avenue West, between Vaughan Road and Bathurst Street, and to permit the erection of a building to be used for commercial and residential purposes", passed September 12, 1968;

By-law No. 318-70 being "A By-law To amend By-law No. 20623 so as to permit the erection of a 2-storey addition to the rear of No. 316 St. Clair Avenue West", passed October 24, 1970;

By-law No. 365-75 being "A By-law To amend By-law No. 20623 respecting certain lands known as No. 153 Lyndhurst Avenue, formerly Lyndhurst Lodge", passed September 19, 1975;

By-law No. 416-75 being "A By-law To amend By-law No. 365-75", passed October 15, 1975;

By-law No. 295-79 being "A By-law To amend By-law No. 20623 respecting certain lands on the north side of Lyndhurst Avenue", passed April 2, 1979;

By-law No. 828-80 being "A By-law To amend By-law No. 20623" so as to prescribe minimum lot frontages in the areas known as Wychwood Park.

5.2 Areas of Site Plan Control

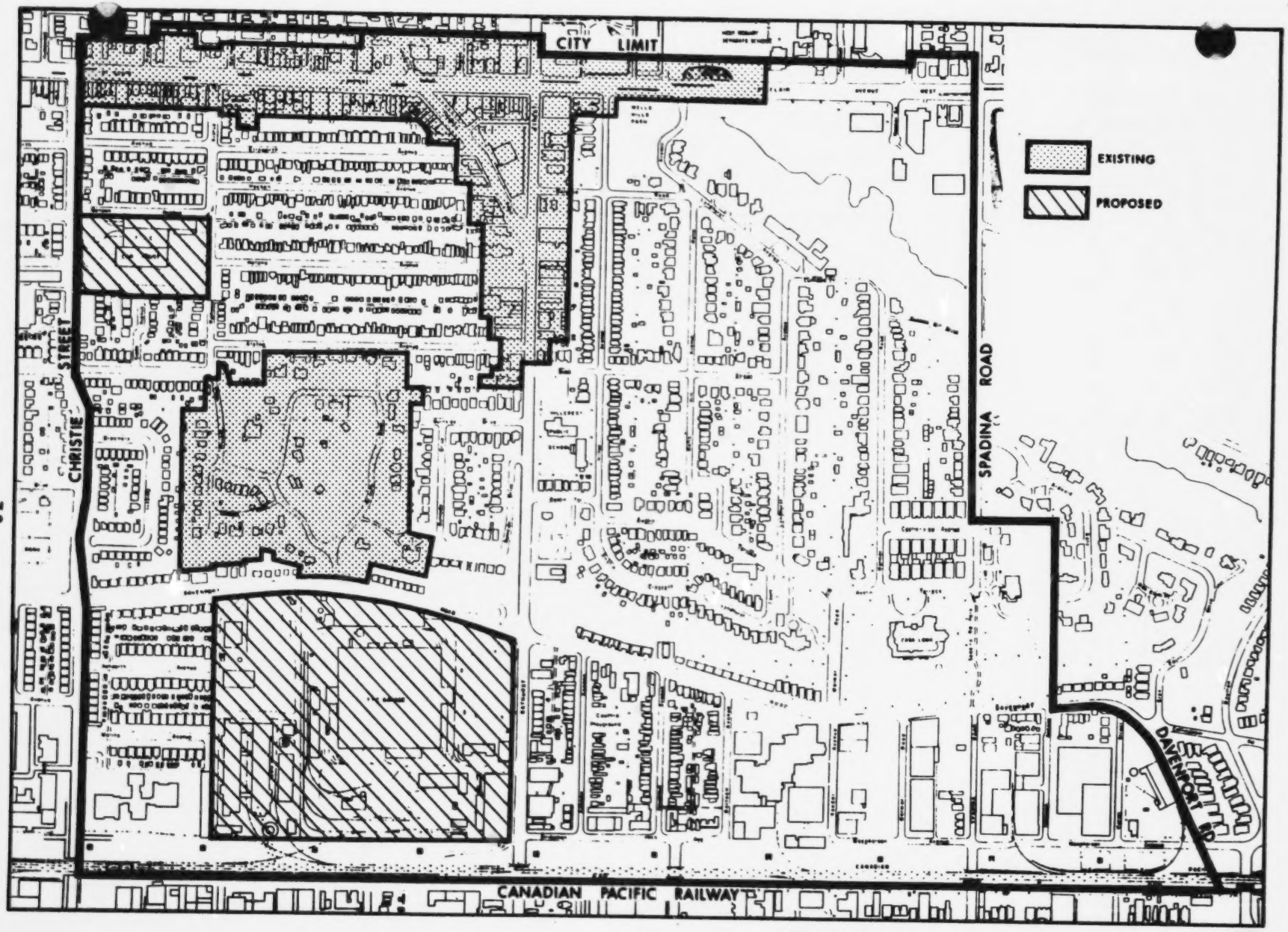
It is recommended that developments in the following areas be subject to review by Council under the provisions of Section 40 of The Planning Act. The existing and proposed areas of site plan control are shown on Map E.

5.2.1 T.T.C. Hillcrest Yards and the former Union Carbide Site

Designate lands on the west side of Bathurst Street between Davenport Road and the C.P.R. Tracks, shown on Map F, as an area of site plan control.

5.2.2 T.T.C. Wychwood Car Barns

Designate lands on the west side of Wychwood Avenue south of Benson Avenue, shown on Map G, as an area of site plan control.



EXISTING AND PROPOSED AREAS OF SITE PLAN CONTROL

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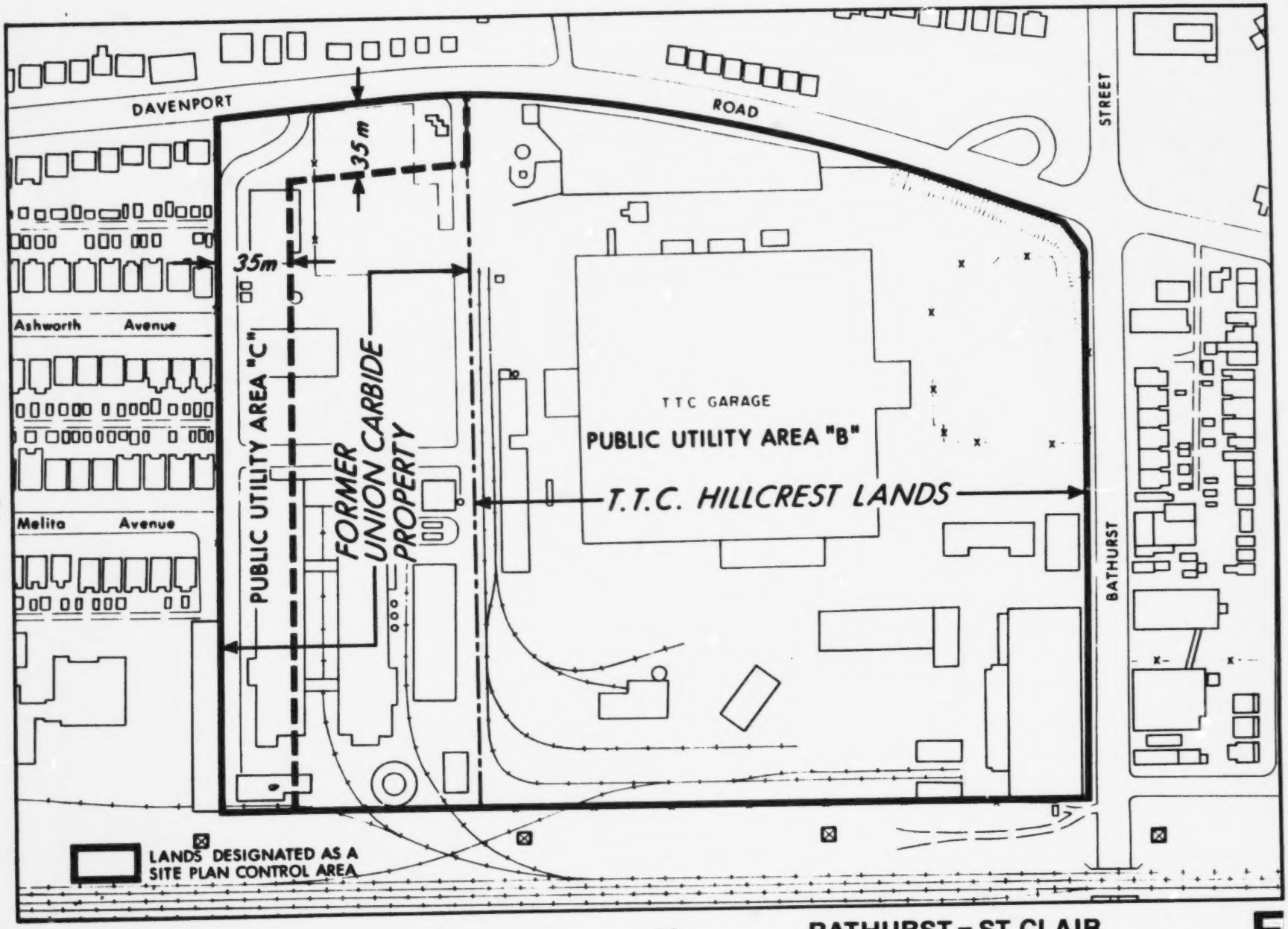

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PROPOSED SITE PLAN CONTROL DESIGNATIONS FOR THE HILLCREST YARDS AND THE FORMER UNION CARBIDE SITE

0 40 80m

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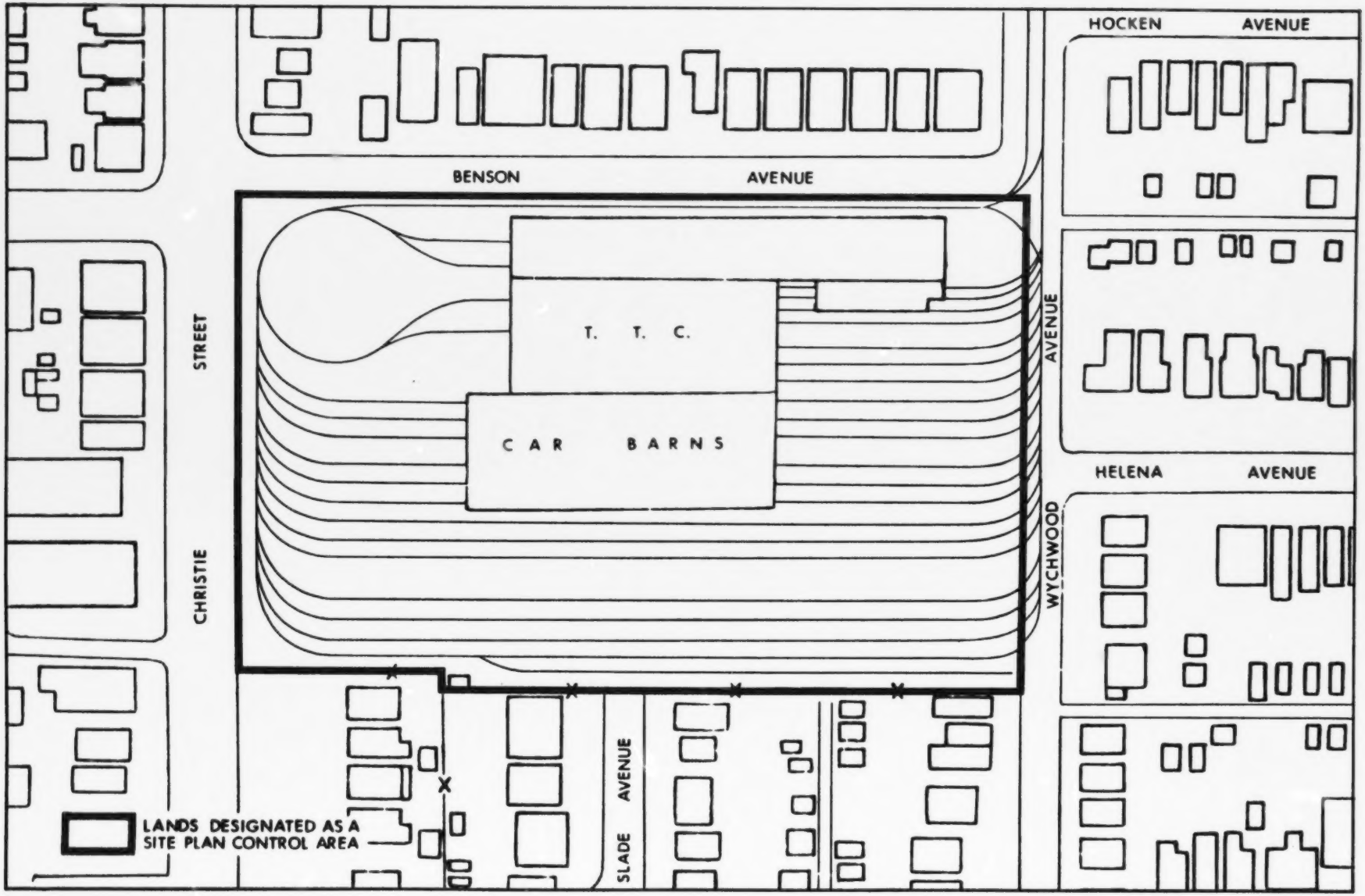

PROPOSED SITE PLAN CONTROL DESIGNATION FOR THE T.T.C. WYCHWOOD CAR BARNS

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6 Action Program

In order to guide the actions of City Council and certain City Departments in Bathurst-St. Clair, it is recommended that the following recommendations be adopted by Council:

6.1 Historic and Natural Preservation

(a) The Commissioner of Planning and Development, in consultation with the Commissioners of Public Works and Parks and Recreation, the Casa Loma Committee, and the Toronto Historical Board, be requested to outline a program of improvements for streets, sidewalks, and boulevards in the Casa Loma Preservation Area.

(b) The Commissioner of Planning and Development, in consultation with the Casa Loma Committee and the Commissioners of Public Works and Parks and Recreation, be requested to seek means of easy public access to the open space areas in the Casa Loma Preservation Area, in particular the southern grounds of Casa Loma and Spadina House, and to seek improvements to these areas which would increase their utility for passive recreation use.

(c) The Commissioner of Planning and Development, in consultation with Ontario Hydro and the Commissioner of Parks and Recreation, be requested to report on the feasibility of developing park space in the Public Utility Area A, specifically on the Ontario Hydro lands.

(d) The City Solicitor, in consultation with the Commissioner of Planning and Development, be requested to report on the form of enabling legislation required to implement the proposed policy concerning the Escarpment Area of Special Identity as shown on Map B in this report.

6.2 Landscaping

(a) The Commissioner of Parks and Recreation, in conjunction with the Canadian Pacific Railway and the Commissioner of Planning and Development, be requested to develop and

implement a tree-planting program for the northern boundary of the C.P.R. lands.

(b) The Commissioner of Parks and Recreation, in consultation with the Commissioner of Planning and Development, be requested to develop a tree-planting program for the Special Residential Development Area, particularly along Spadina Road, Walmer Road, and Macpherson Avenue, to be implemented where appropriate in the near future, or at such time as when redevelopment to residential use takes place.

(c) The Commissioner of Planning and Development, in consultation with Ontario Hydro and the Commissioners of Public works and Parks and Recreation, be requested to report on the feasibility of making visual improvements to the parking areas in the Public Utility Area A.

6.3 Pedestrian Walkway

The Commissioner of Planning and Development, in consultation with Ontario Hydro, the Toronto Transit Commission and the Commissioners of Public Works and Parks and Recreation, be requested to report on the installation of a landscaped pedestrian walkway between George Brown College and the Dupont Subway Station.

6.4 Parking

The Parking Authority of Toronto, in consultation with the Commissioners of Planning and Development and Public Works, be requested to report on bringing parking uses in the Public Utility Area A under the management of the Parking Authority.

6.5 Traffic and Transit

(a) The Commissioner of Public Works, in consultation with area residents, and, where appropriate, the Toronto Transit Commission, be requested to review traffic problems in Bathurst-St. Clair and make recommendations, with particular attention to the intersections of Bathurst Street and St. Clair Avenue, Wells Hill Avenue and St. Clair Avenue, Alcina Avenue and Bathurst Street, and Nina Street and Bathurst Street; traffic controls for the Wychwood neighbourhood; parking on residential

streets generated by George Brown College; truck traffic on Davenport Road during restricted hours of travel; and truck traffic on residential streets south of the escarpment generated by local industries.

(b) The Toronto Transit Commission, in consultation with area residents and the Commissioner of Planning and Devleopment, be requested to report on the adequacy of bus transit on Bathurst Street south of St. Clair Avenue, and the need for transit service on Christie Street between St. Clair Avenue and Davenport Road, and on Davenport Road between Christie Street and Dupont Street.

6.6 Street Lighting

That the Commissioner of Public Works, in consultation with Toronto Hydro, the Commissioner of Planning and Development and area resident associations, be requested to report on the retention of incandescent lighting as the dominent form of street lighting in Bathurst-St. Clair.

6.7 Parking Study - George Brown College

The Board of Governors of the George Brown College be requested to undertake a parking survey in co-operation with the Commissioner of Public Works and that the Commissioner of Public Works make recommendations for the provision of a sufficient amount of parking for students and staff within the campus.

In the interim until the above study is completed, it is recommended that the George Brown College provide parking for any new building at the ratio of one space for each six students at peak enrollment and one space for each three full time employees; and that this requirement be endorsed as Council policy.

7 Design Guidelines for the Medium Density Mixed Commercial — Residential Area of the North-East Corner of Bathurst Street and St. Clair Avenue West

It is recommended that Council endorse the preliminary design guidelines contained in subsection 7.4 as a statement of objectives to be achieved in the redevelopment of lands contained within the Medium Density Mixed Commercial-Residential Area.

7.1 Introduction

The land under consideration is approximately the length of two city blocks north of St. Clair Avenue West between Bathurst Street and Tweedsmuir Avenue. The characterisitics of these streets and the surrounding area, the natural land form and the impact of the St. Clair West subway station have been analyzed in the preparation of a strategy for development of the land.

7.2 Description

7.2.1 St. Clair Avenue West

The character of St. Clair Avenue West changes at Bathurst Street. To the west of Bathurst Street the street is lined with low intensity neighbourhood retail uses, to the east a healthy amount of open space, a variety of residential building types and sizes, in addition to two large churches. In the immediate area of the site two other features are important. The street slopes downhill from Bathurst Street going east. In addition, the underground streetcar access to the St. Clair West station essentially divides the street in two for most of the length of the site.

7.2.2 Bathurst Street

Bathurst Street is a mixture of building types and sizes. Low intensity neighbourhood retail uses predominate at the intersection with St. Clair Avenue West. To the north and south, the street is aligned with solid low density residential neighbourhoods.

7.2.3 Natural Features

A park-like setting and extraordinary view of the City are amenities on this site resulting from the large ravines running north and south from the site. In addition, the downhill slope of St. Clair Avenue West produces a four to eight foot hill on the southern boundary of the site between the existing service station and grocery store.

7.2.4 The St. Clair West Subway Station

The Spadina subway line provides access to the Central Core. While the rush hour work trip would be the predominate use of this station, the excellent bus and streetcar connections along Bathurst Street and St. Clair Avenue West provide the possibility of a great variety of purposes for transit trips through this site.

The streetcar and bus access tunnels to the underground subway station produces two other advantages. Firstly, the pedestrian and car traffic to and from this site are unimpeded by the transit movement. Secondly, as transit vehicles are in tunnels, there is a reduction in their negative impact on residential development along St. Clair Avenue West.

7.3 Goals

The primary goal of this strategy for development is the provision of good housing on a site well suited for that purpose. A secondary goal is to maximize the benefit from the excellent transit and automobile connections through an extended neighbourhood by the provision of neighbourhood retail stores.

7.4 Preliminary Design Guidelines

It is recommended that the following preliminary design guidelines be endorsed.

Use

i) Housing and retail service shops comprise the most suitable uses for the area.

ii) The Bathurst-St. Clair corner would be suitable for a mixed-use building with grade-related retail shops, office and/or apartments above. This site would be approximately the size of the existing service station.

iii) East of the service station to the Wells Hill intersection: This site would be best used for residential development which takes advantage of the unique grade change at St. Clair Avenue to provide a maximum of grade-related family units.

iv) Wells Hill intersection to the eastern boundary: This location would be best used for retail stores marketing to a broad population base. Residential units would be satisfactory above.

Height and Scale

i) The scale of new buildings should be sensitive to and respect the low scale of St. Michael's College.

ii) The scale of new buildings should not produce adverse shadow conditions on St. Michael's playing field during the spring and fall equinox.

Access and Servicing

i) Primary access to the site should be achieved from a street running north from the existing intersection of Wells Hills Avenue and St. Clair Avenue West.

ii) Secondary access should be provided by a lane running the full length of the northern boundary of the site with access from Bathurst Street. The lane would intersect with the new north/south street.

iii) Service bays, most parking ramps, garbage storage and pick-up facilities should be located along the proposed east/west lane.

Pedestrian Environment

i) Pedestrian routes should be developed through the site to connect St. Michael's College to St. Clair Avenue West.

ii) A pedestrian circulation plan should integrate the various building elements of the site together at grade.

iii) The width of the public sidewalk on St. Clair Avenue West should be sufficiently wide to encourage strong pedestrian presence.